



Utah's First 15-Minute City

Working Group Presentation

# The Point Framework Plan

July 29, 2021

SOM

Skidmore, Owings & Merrill

# Framework Plan Overview

# Illustrative Plan



Jordan River Parkway

River to Range Park

Central Park

Views to Mountains

Bangerter Highway

14900 S

Views to Mountains

Southfork Drive

Community Garden

Porter Rockwell Boulevard

W 14600 S

S 1000 W

750 W

Porter Rockwell Boulevard

S 600 W

Porter Rockwell Boulevard

M 002 S

Interstate 15

13800 S

# Overall View from SE



Jordan River

S 600 W

Community Park

Bangerter Highway

BRT Station

North Canal Park

Wasatch Park

West River Park

South River Park

East Jordan Canal

W 14600 S

Porter Rockwell Boulevard

Ridge Park

BRT Station

BRT & Pedestrian  
Connection Over  
I-15

# Consensus Framework Plan

## Key Elements:

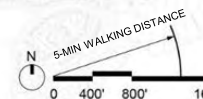
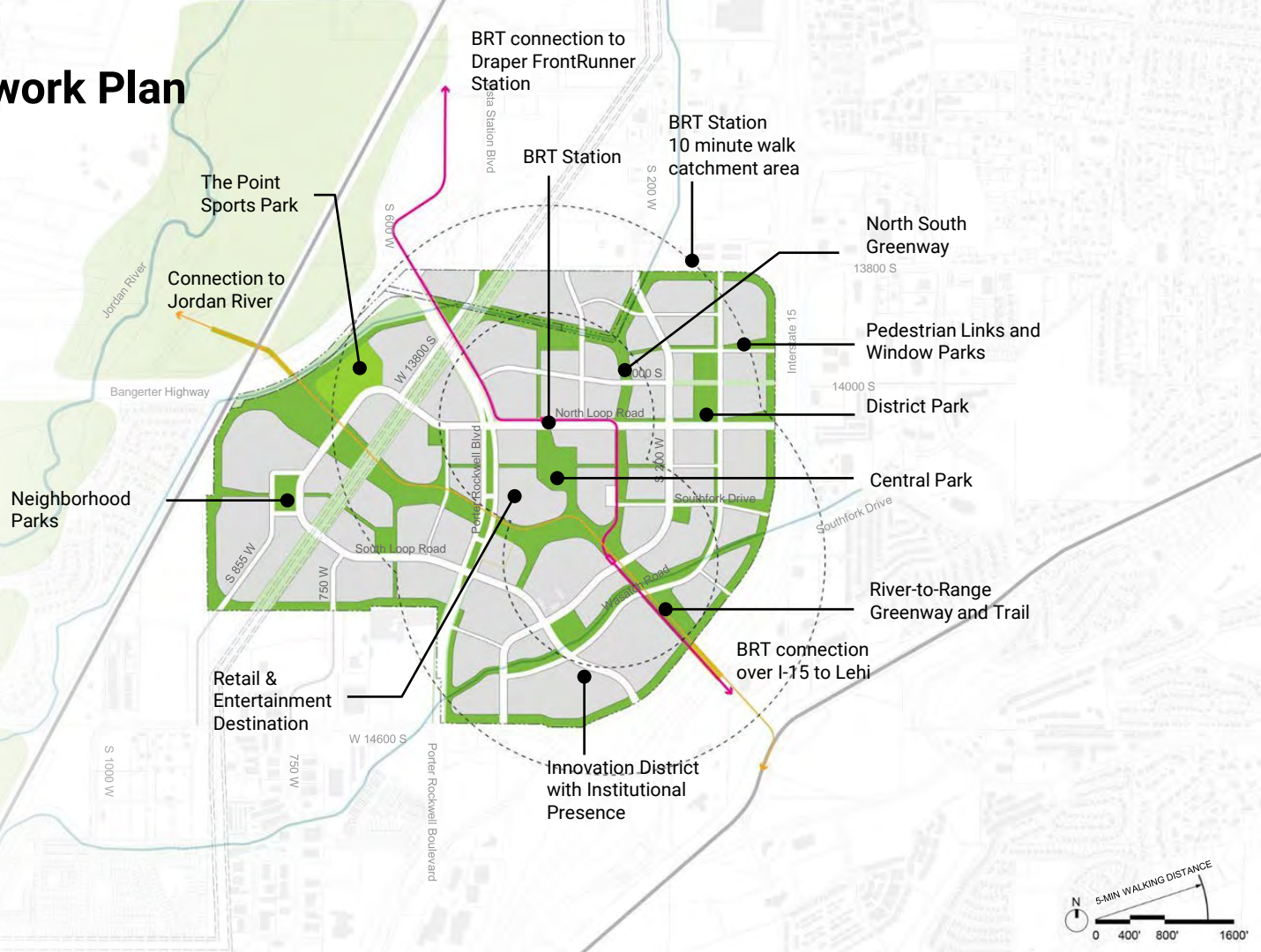
- River to Range Park and Central Park are the project's signature open spaces and focal point of project
- Sizeable and regularly shaped development parcels make for a flexible framework plan

## Land Use:

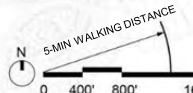
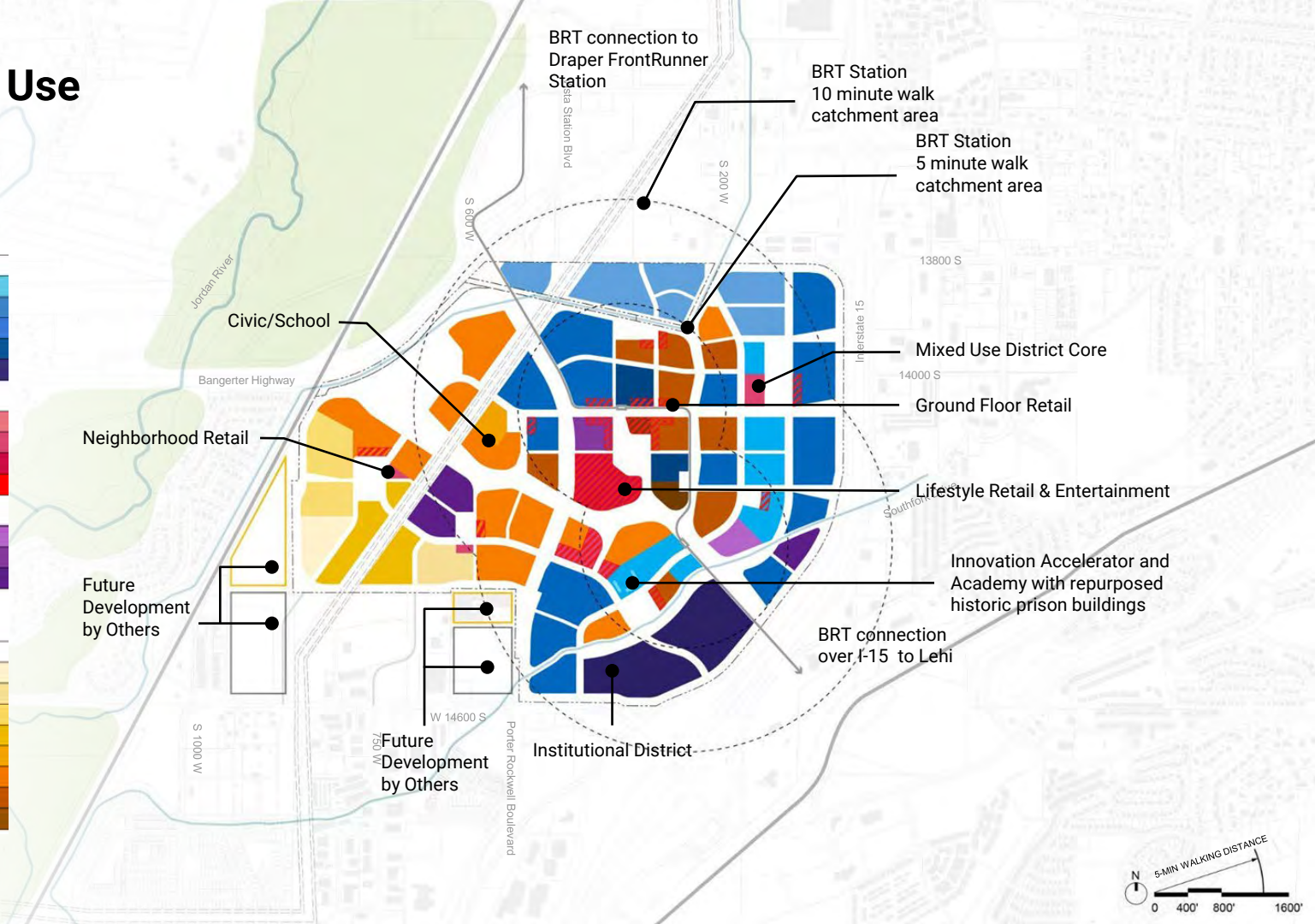
Developable Area  
350.6 ac (57.9% of site area)

Open Space  
142.5 (23.5% of site area)

Infrastructure & Roads  
112.8 ac (18.6% of Site Area)



# Detailed Land Use



# Program Chart

	ACREAGE	
TOTAL LAND HOLDINGS	605.9	
CANALS	5.3	
ROAD FRONTAGE	4.5	
GROSS DEVELOPABLE LAND AREA	596.1	25,966,116 SF
ROADS, CIVIC & INFRASTRUCTURE	18.6%	112.8
PARKS & OPEN SPACE	23.5%	142.5
NET DEVELOPABLE LAND AREA	57.9%	350.6
		15,272,354 SF

PERCENTAGES BASED ON TOTAL LAND HOLDINGS

NON-RESIDENTIAL USES	TARGET ACREAGE	ACTUAL ACREAGE	LAND SF	FAR	PARKING	TOTAL GFA	% NDLA	% GFA	NOTES	
INNOVATION OFFICE (3 STORY LAB/TECH)	25.0	23.2	1,009,721	0.3	1,212	302,916	6.6%	1.9%	SURFACE PARKING	
5 STORY COMMERCIAL OFFICE	35.0	32.5	1,417,007	0.4	2,267	566,803	9.3%	3.5%	SURFACE PARKING	
6 STORY COMMERCIAL OFFICE	88.0	84.8	3,691,710	1.0	14,767	3,691,710	24.2%	22.7%	GARAGE PARKING	
10 STORY COMMERCIAL OFFICE	6.0	7.9	345,431	6.0	8,290	2,072,585	2.3%	12.8%	INTEGRATED PARKING	
INSTITUTIONAL / ANCHOR TENANT	25.0	30.0	1,306,800	0.6	784	784,080	8.6%	4.8%		
	179.0	178.4			27,320	7,418,094	50.9%	45.7%		
PRESTANDING RETAIL	1.0						0.9%	0.3%	INCLUDED IN NEIGHBORHOOD / DISTRICT RETAIL	
NEIGHBORHOOD / DISTRICT RETAIL	10.0	3.2	137,214	0.30	165	41,164	0.9%	0.3%	STAND ALONE RETAIL	
LIFESTYLE RETAIL & ENTERTAINMENT SOUTH		3.7	160,736	0.50	321	80,368	1.1%	0.5%	STAND ALONE RETAIL	
LIFESTYLE RETAIL & ENTERTAINMENT NORTH	10.0	9.4	411,206	0.35	576	143,922	2.7%	0.9%	STAND ALONE RETAIL	
GROUND FLOOR RETAIL (MIXED USE)	8.6	9.8	428,195	n/a	1,620	405,000	2.8%	2.5%	NOT INCLUDED IN NDLA TOTALS	
	21.0	16.3			2,682	670,455	4.6%	4.1%		
LIMITED SERVICE HOTEL	7.5	3.5	150,282	0.4	109	54,338	1.0%	0.3%	STAND ALONE GARAGE	
UPSCALE HOTEL	3.5	4.1	178,596	0.6	221	110,700	1.2%	0.7%	INTEGRATED PARKING	
CIVIC	0.0	11.7	510,523	0.5	511	255,262	3.3%	1.6%	INCLUDES EXISTING FIRE CENTER	
	11.0	19.3			841	420,299	5.5%	2.6%		
	211.0	213.9			30,843	8,508,848	61.0%	52.4%		
RESIDENTIAL LAND USES	TARGET ACREAGE	ACTUAL ACREAGE	UNITS/AC	UNITS	GFA/UNIT	PARKING	TOTAL GFA	% NDLA	% GFA	NOTES
CONDOMINIUM	5.0	6.4	12	76	2,500	0	190,500	1.8%	1.2%	
CONDOMINIUM	10.0	6.4	18	115	2,000	0	230,760	1.8%	1.4%	
WALK-UP COND.	16.0	13.9	25	348	1,200	696	417,600	4.0%	2.6%	
URBAN WALK-UP APARTMENTS	20.0	14.5	35	506	1,000	759	505,750	4.1%	3.1%	
WRAP CONDO	5.0	3.0	45	133	1,000	199	132,750	0.8%	0.8%	
4 STORY WRAP APARTMENTS	55.0	58.5	55	3,219	1,000	4,829	3,219,150	16.7%	19.8%	
6 STORY PODIUM	27.0	30.4	85	2,581	1,000	3,098	2,581,450	8.7%	15.9%	
12 STORY MIDRISE	3.0	3.7	120	444	1,000	444	444,000	1.1%	2.7%	
	141.0	136.7		7,423		10,024	7,721,960	39.0%	48%	
<b>TOTALS</b>	<b>352.0</b>	<b>350.6</b>				<b>40,867</b>	<b>16,230,808</b>			

RESIDENTIAL POPULATION **14,845**

NET FAR **1.06**

# Overall View from NW



Wasatch District

The Ridge District

Porter Rockwell Boulevard

River to Range Park

South River District

Interstate 15

West River District

Canal District

Community Park

Bangerter Highway

North River District

River to Range Trail

S 600 W



# Incorporating the Key Vision Elements

# Key Vision Elements



Create an iconic, vibrant, mixed-use community, with a focus on quality of life and healthy living, with a strategic balance of jobs and housing to limit off-site trip generation. Include active, welcoming places for people to gather day and night for recreation, dining, culture and entertainment.



Serve the site with a high-quality, future-focused, multi-modal transportation system, with an emphasis on convenience, safety, access, regional traffic reduction, limited parking, emissions reduction, and active transportation.



Promote enduring statewide economic development through job creation, workforce development, and revenue generation. Create a community that will attract and nurture top talent and outstanding anchor companies, as well as smaller local businesses.



Advance innovation by creating a place that promotes a culture of creativity and ingenuity, attracts outstanding talent and investment, promotes solution-oriented research, fosters the growth of promising early-stage companies, eliminates regulatory barriers, and facilitates interdisciplinary industry and academic partnerships to generate and commercialize new ideas.



Create a model of sustainable development that, relative to traditional development, significantly reduces air emissions (including GHG), water pollution, water and energy use, and takes advantage of on- and off-site renewable energy resources (including an on-site geothermal resource). Explore a net-zero-ready development.



Coordinate closely with others to ensure the development fits well with regional plans and infrastructure, advancing the interests of the broader community and not just the site. Promote regional trail, transportation, and green infrastructure connections through the area and facilitate thoughtful regional growth.

## KEY VISION ELEMENT

## PRINCIPLE

## INITIATIVE



Create an iconic, vibrant, mixed-use community, with a focus on quality of life and healthy living, with a strategic **balance of jobs and housing** to limit off-site trip generation. Include active, welcoming places for people to gather day and night for recreation, dining, culture and entertainment.

ICONIC PLACEMAKING



1. Protect and enhance views to mountains
2. Create pedestrian-priority zones
3. Create neighborhood data hubs

MIXED-USE VIBRANCY



1. Design for walkability
2. Create significant density
3. Provide retail that supports local industries

HEALTHY LIVING



1. Implement WELL Building Standards or similar
2. Provide community gardens & markets
3. Create walking and hiking circuit in open spaces

GATHER DAY AND NIGHT



1. 18-hour district. Keep restaurants open late
2. Have live music
3. Provide local-serving F&B and retail in sub-cores

SHARED SPACE



1. Provide proximity to community gathering space
2. Design for a shared micro-mobility & circulator
3. Create porosity in the plan. Dissolve barriers

NEW RESIDENTIAL TYPES

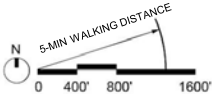
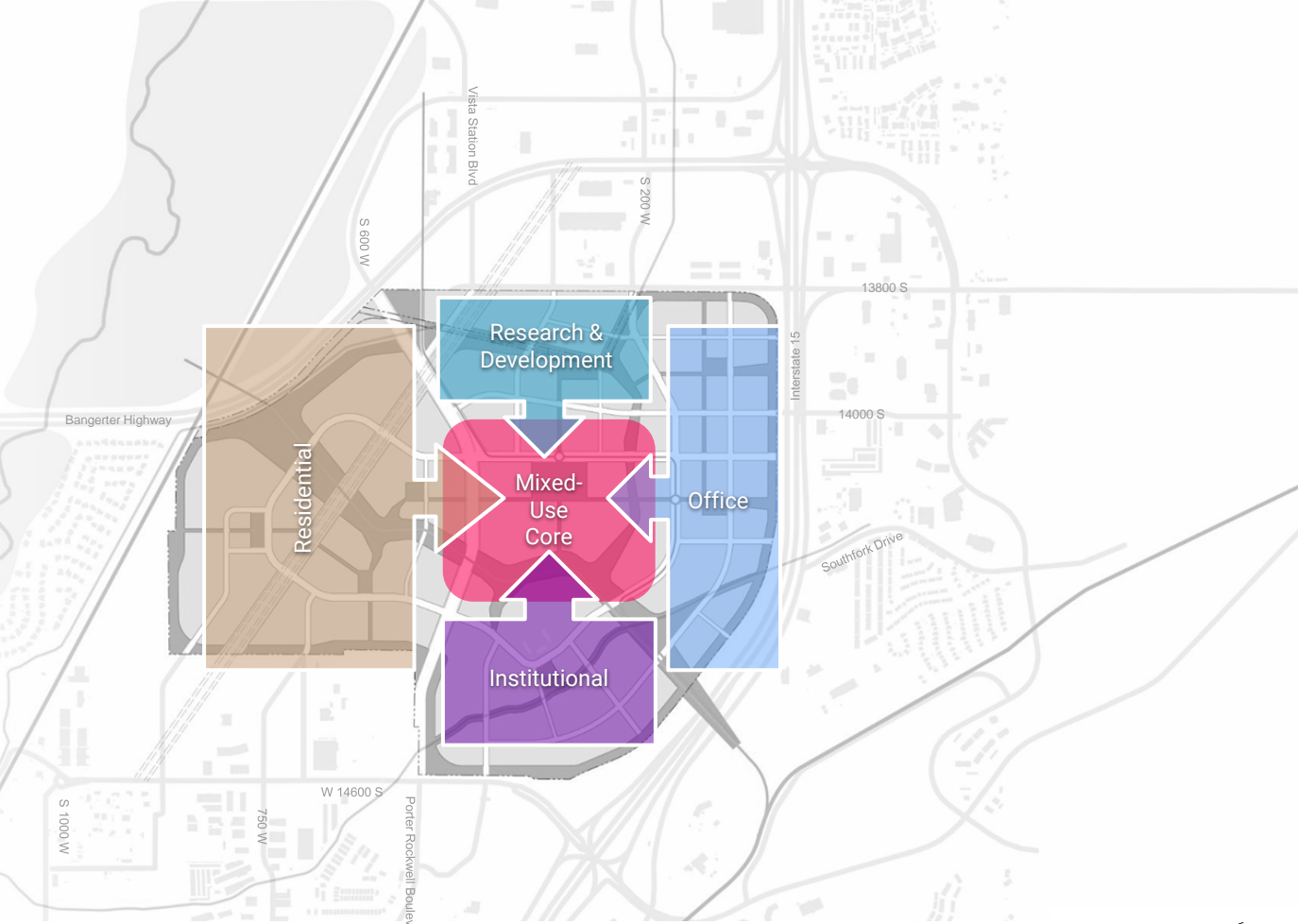


1. Provide alternative housing such as micro-units
2. Wire for digital innovation
3. Address housing affordability within the plan

# Signature Feature

## A One Car Community

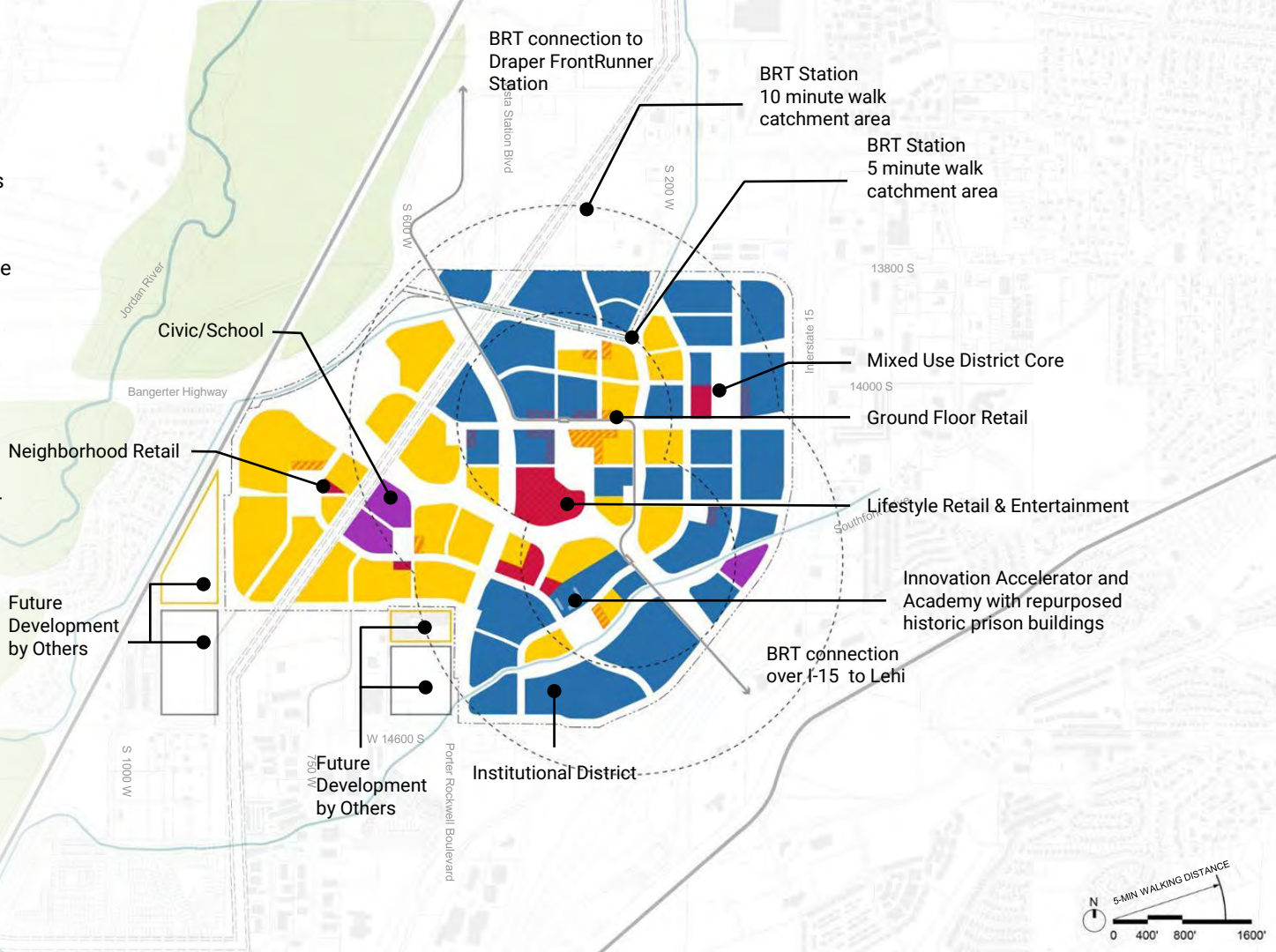
- Vibrant mix of uses including retail, entertainment, innovation accelerator and educational functions in the core.
- Headquarters office to the east with visibility to I-15
- Institutional anchor tenants to the south
- Research & development to the north
- Residential to the west



# General Land Use

- Project promotes mix of uses within districts, with residential primarily focused on the west, and offices to the east
- Retail is concentrated in The Hub district
- Civic uses are allocated in parcels with existing infrastructure (Fire Center) or in a parcel with appropriate size and location for its anticipated use as a school

- Residential
- Commercial
- Retail
- Civic



# Signature Feature

## A Retail & Entertainment Destination

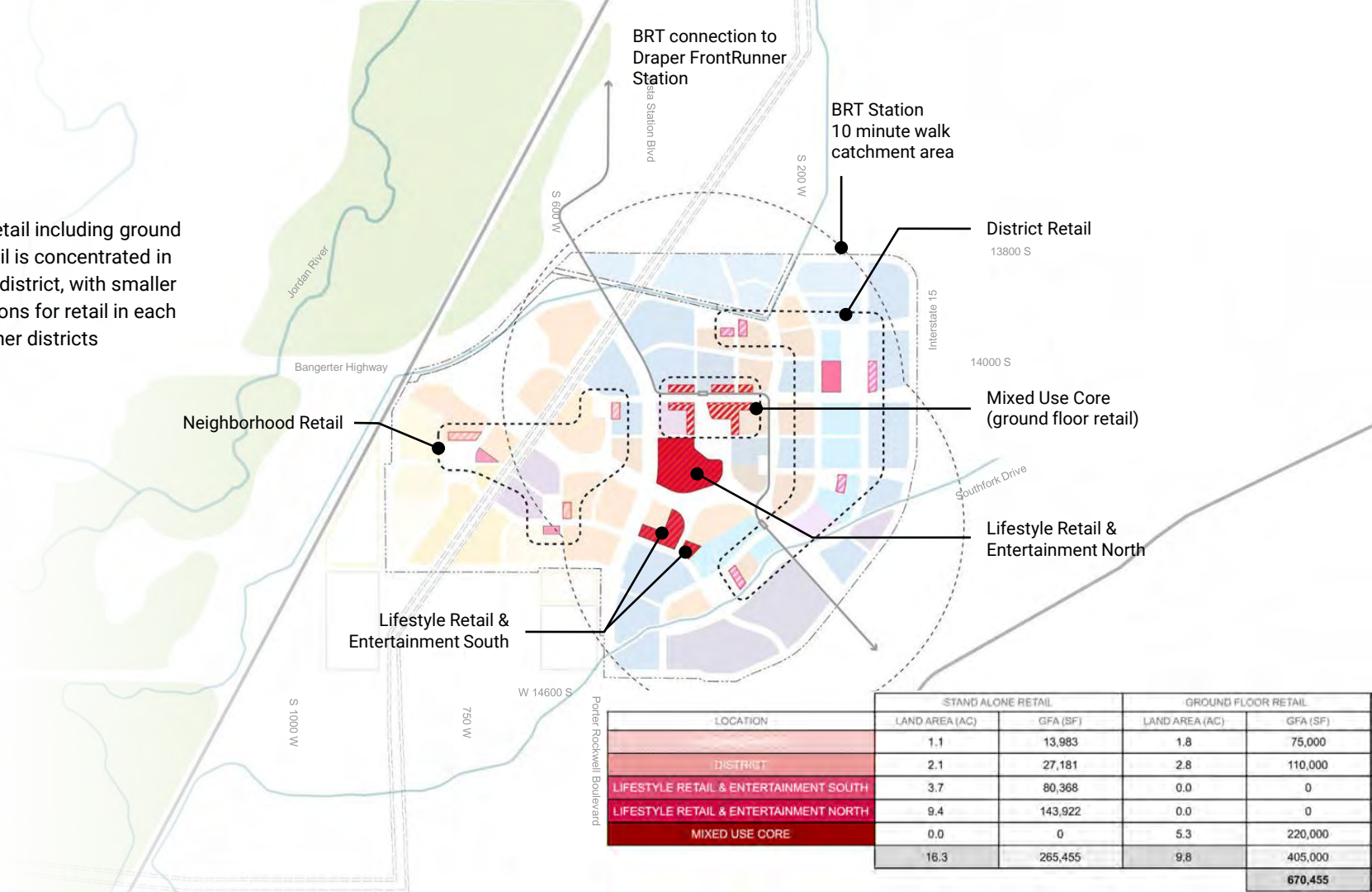
### Rationale:

- Create a regional amenity
- Create an iconic identity for the project
- Attract local businesses and residents
- Create job opportunities



# Retail

- Bulk of retail including ground floor retail is concentrated in The Hub district, with smaller distributions for retail in each of the other districts



LOCATION	STAND ALONE RETAIL		GROUND FLOOR RETAIL	
	LAND AREA (AC)	GFA (SF)	LAND AREA (AC)	GFA (SF)
DISTRICT	2.1	27,181	2.8	110,000
LIFESTYLE RETAIL & ENTERTAINMENT SOUTH	3.7	80,368	0.0	0
LIFESTYLE RETAIL & ENTERTAINMENT NORTH	9.4	143,922	0.0	0
MIXED USE CORE	0.0	0	5.3	220,000
	16.3	265,455	9.8	405,000
				670,455

# Lifestyle Retail & Entertainment





# Signature Feature

## A Central Park

- Civic center for the project
- Opportunity for large regional events and smaller local events
- Public address for adjacent development
- Suggested size: 6-7 acres

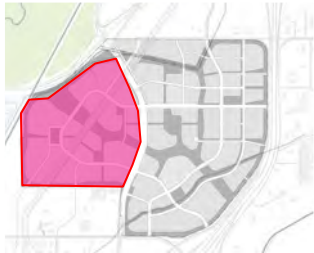


# Signature Feature

## A Model Live-Work Community

40-50% of developable land area will be devoted to housing.

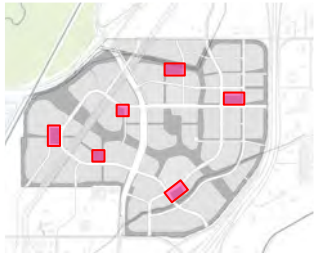
- Maintain a robust mix of uses
- Meet daily needs
- Reduce traffic
- Create a live-work community



# Signature Feature

## A Community for Everyone

- Provide central gathering place for each district within walking distance
- Provide safe outdoor environment for families to play
- Promote healthy living



## KEY VISION ELEMENT

## PRINCIPLE

## INITIATIVE



Serve the site with a high-quality, **future-focused, multi-modal** transportation system, with an emphasis on convenience, safety, access, **regional traffic reduction, limited parking, emissions reduction**, and active transportation.

AUTONOMOUS TECHNOLOGY



1. Accommodate for potential autonomous tech (rideshare, shuttles, drone delivery etc)
2. Provide parking availability indicators
3. Provide traffic routing/congestion notifications

MULTI - MODAL NETWORKS



1. Implement TOD elements along the BRT route
2. Connect to commuter rail and potentially provide a new FrontRunner station
3. Provide equal status to all modes

REGIONAL TRAFFIC REDUCTION



1. Create a balanced mix of land uses
2. Provide housing to complement job creation

PARKING DEMAND REDUCTION



1. Reduce parking requirements with work-from-home and reduced car ownership
2. Set parking maximums rather than minimums
3. Enhance walkability

EMISSION REDUCTION



1. Reward EV use, bicycling, and walking
2. Provide charging stations
3. Mandate all-electric service and transit vehicles

PEDESTRIAN PRIORITY



1. Provide paths between land uses and transit
2. Provide priority to pedestrians on all streets

# Signature Feature A 15-Minute City

All daily needs can be met at The Point:

- Jobs
- Housing
- Retail
- Food & Beverage
- Recreation
- Entertainment

A one-car community

Pedestrian-Priority Zones

Live Music/Concert

Nature Walks

Retail/Commercial

Innovation Forums

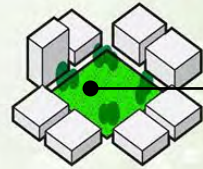
Civic Events

Community Business Hub

Outdoor Amenities

Parks

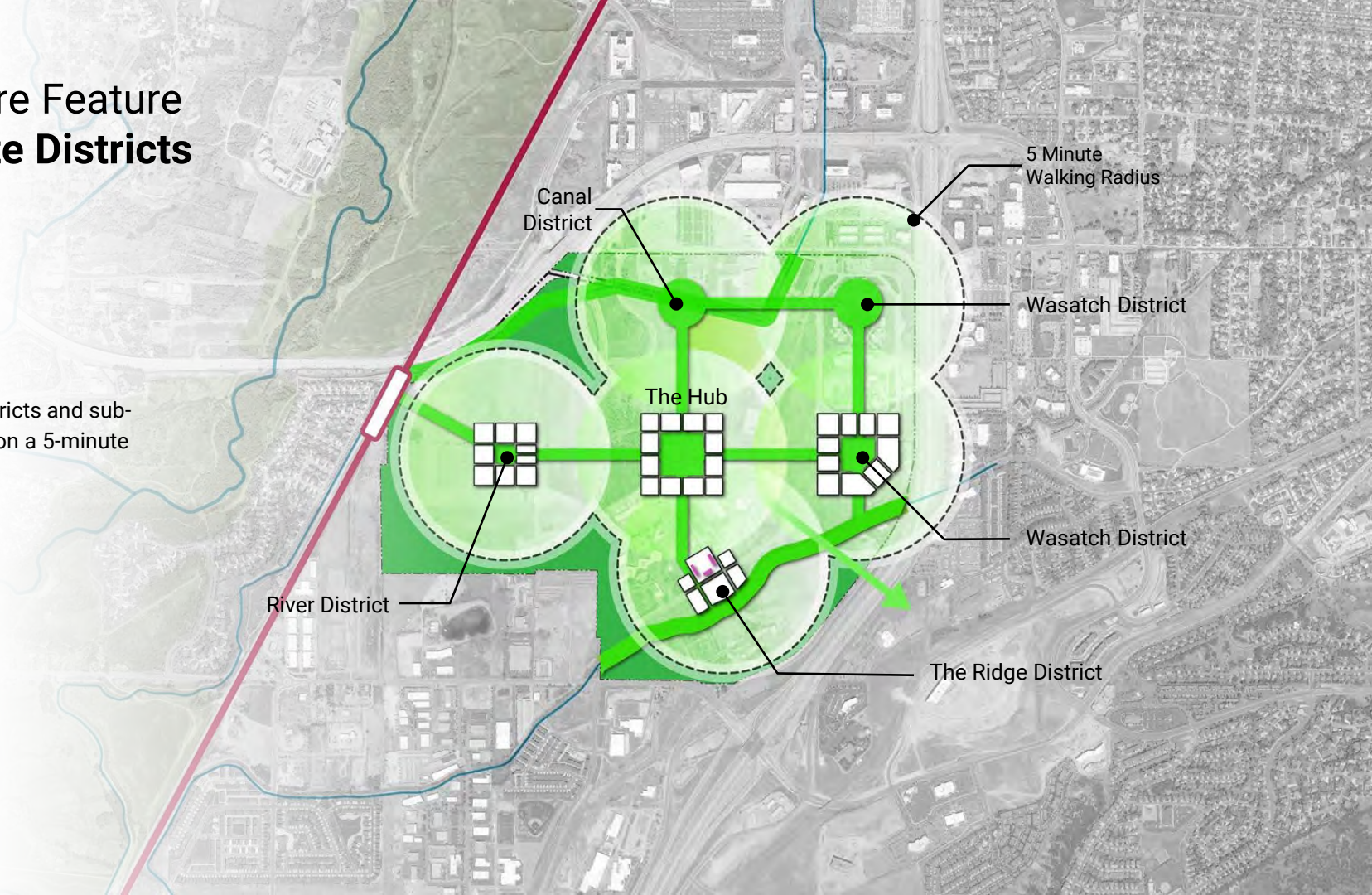
Bike Trails



15 Minute Walk

# Signature Feature 5-Minute Districts

Create sub-districts and sub-centers based on a 5-minute walking radius



Canal District

5 Minute Walking Radius

Wasatch District

The Hub

Wasatch District

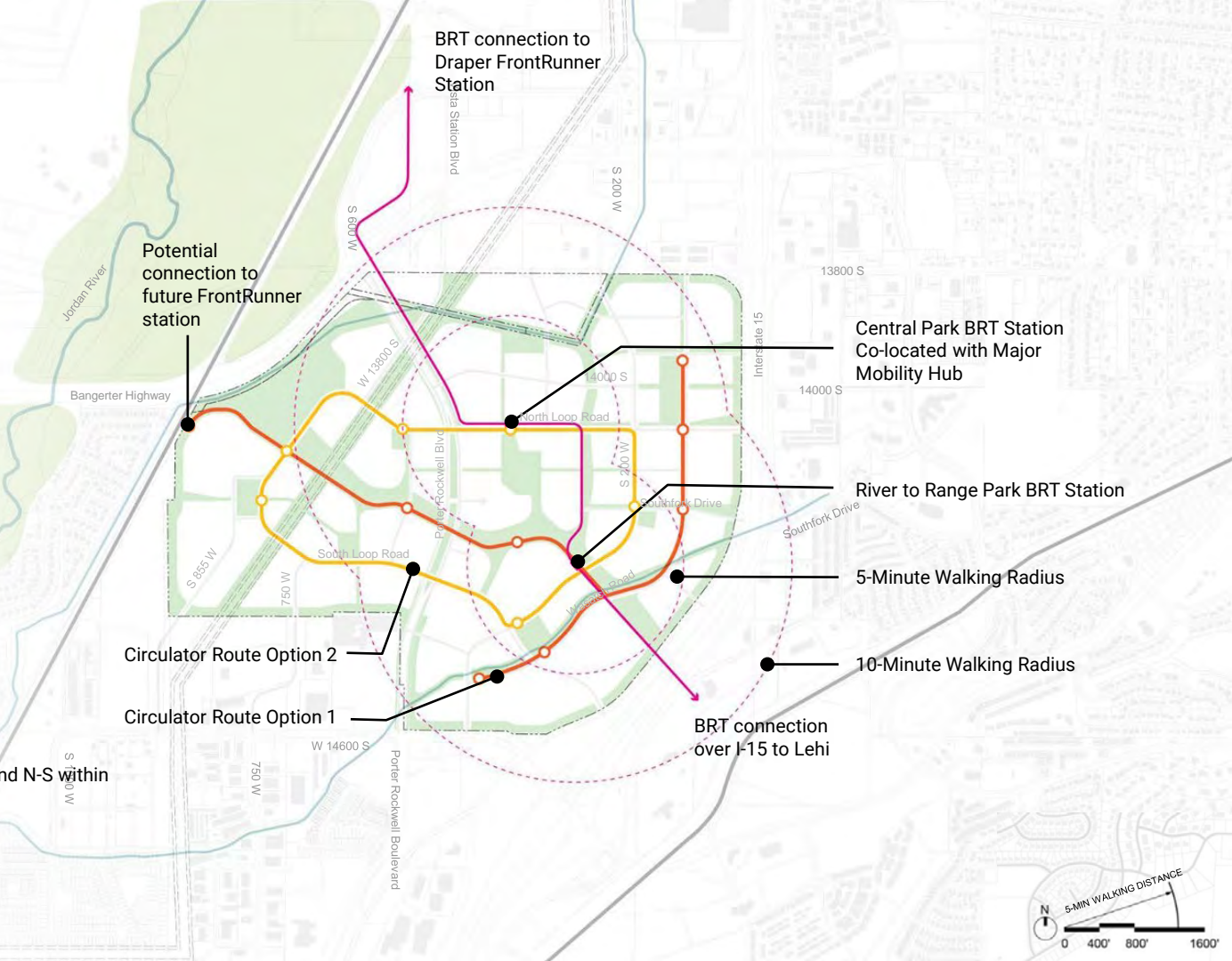
River District

The Ridge District

# Transit Master Plan

- Provide BRT stations at key locations to maximize capture area; at the Central Park and at the southeast office districts
- Circulator Route works hand in hand with the BRT system to provide access to public transit in all areas of the project

- BRT Line
- BRT Station
- Circulator Route Option 1  
(15' ROW; E-W within River to Range Park and N-S within Greenway)
- Circulator Route Option 2  
(10' ROW within Loop Road ROW)



Potential connection to future FrontRunner station

BRT connection to Draper FrontRunner Station

Central Park BRT Station  
Co-located with Major Mobility Hub

River to Range Park BRT Station

5-Minute Walking Radius

10-Minute Walking Radius

BRT connection over I-15 to Lehi

Circulator Route Option 2

Circulator Route Option 1



# Signature Feature

## Gold Standard Bus Rapid Transit

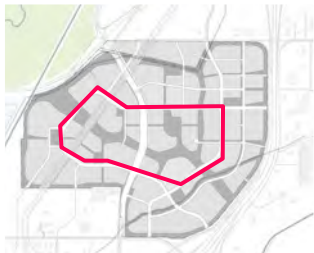




# Signature Feature

## Micro-Mobility Network & Circulator

- Promote use of public transit
- Accessibility for all
- Reduce project carbon emissions



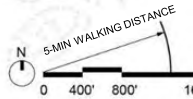
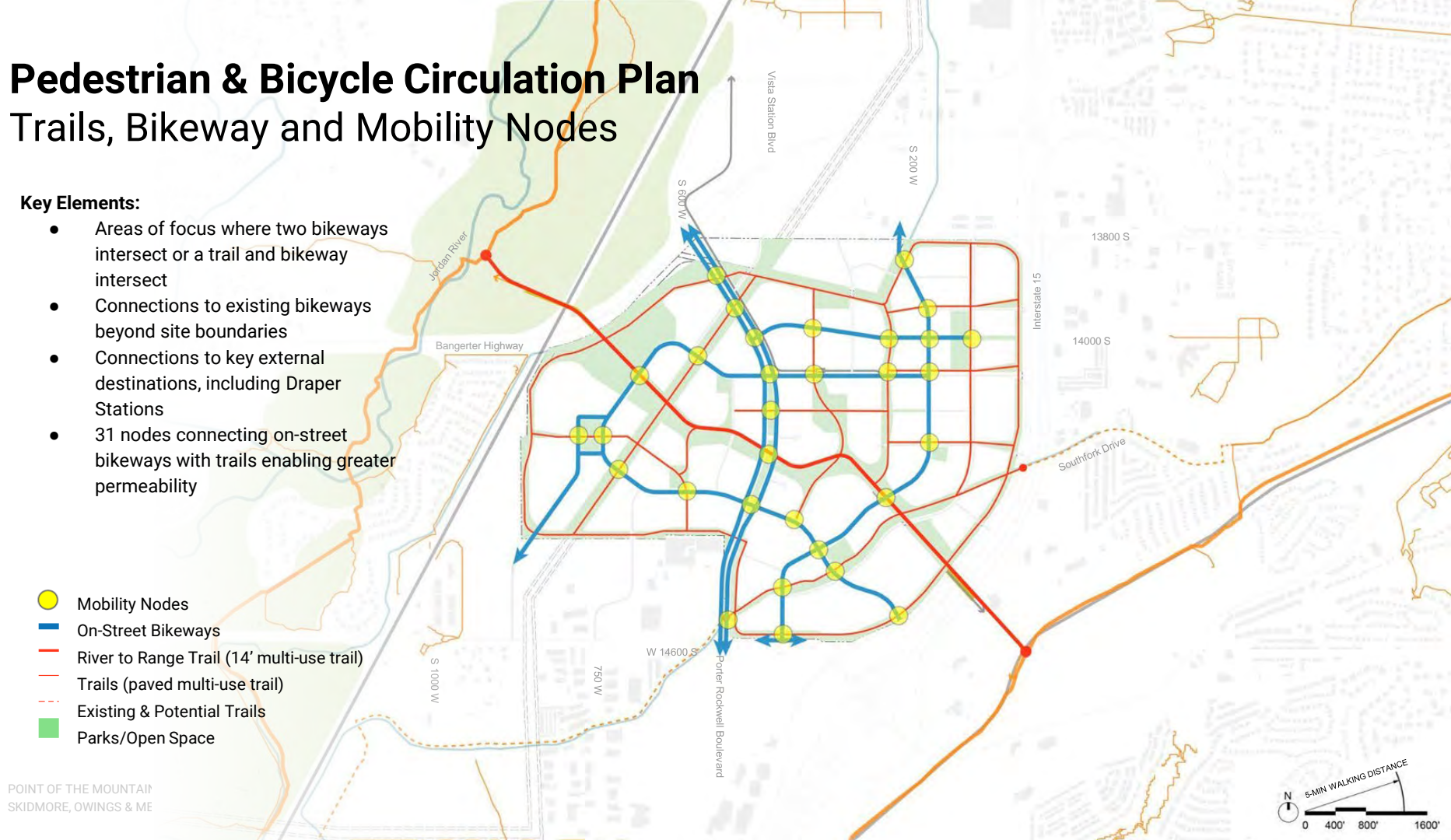
# Pedestrian & Bicycle Circulation Plan

## Trails, Bikeway and Mobility Nodes

### Key Elements:

- Areas of focus where two bikeways intersect or a trail and bikeway intersect
- Connections to existing bikeways beyond site boundaries
- Connections to key external destinations, including Draper Stations
- 31 nodes connecting on-street bikeways with trails enabling greater permeability

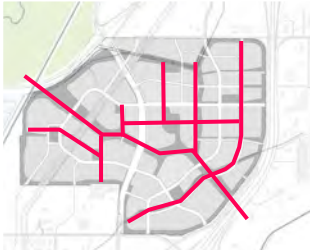
- Mobility Nodes
- On-Street Bikeways
- River to Range Trail (14' multi-use trail)
- Trails (paved multi-use trail)
- Existing & Potential Trails
- Parks/Open Space



# Signature Feature

## Bike & Pedestrian Linkages Throughout

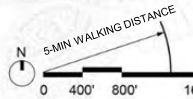
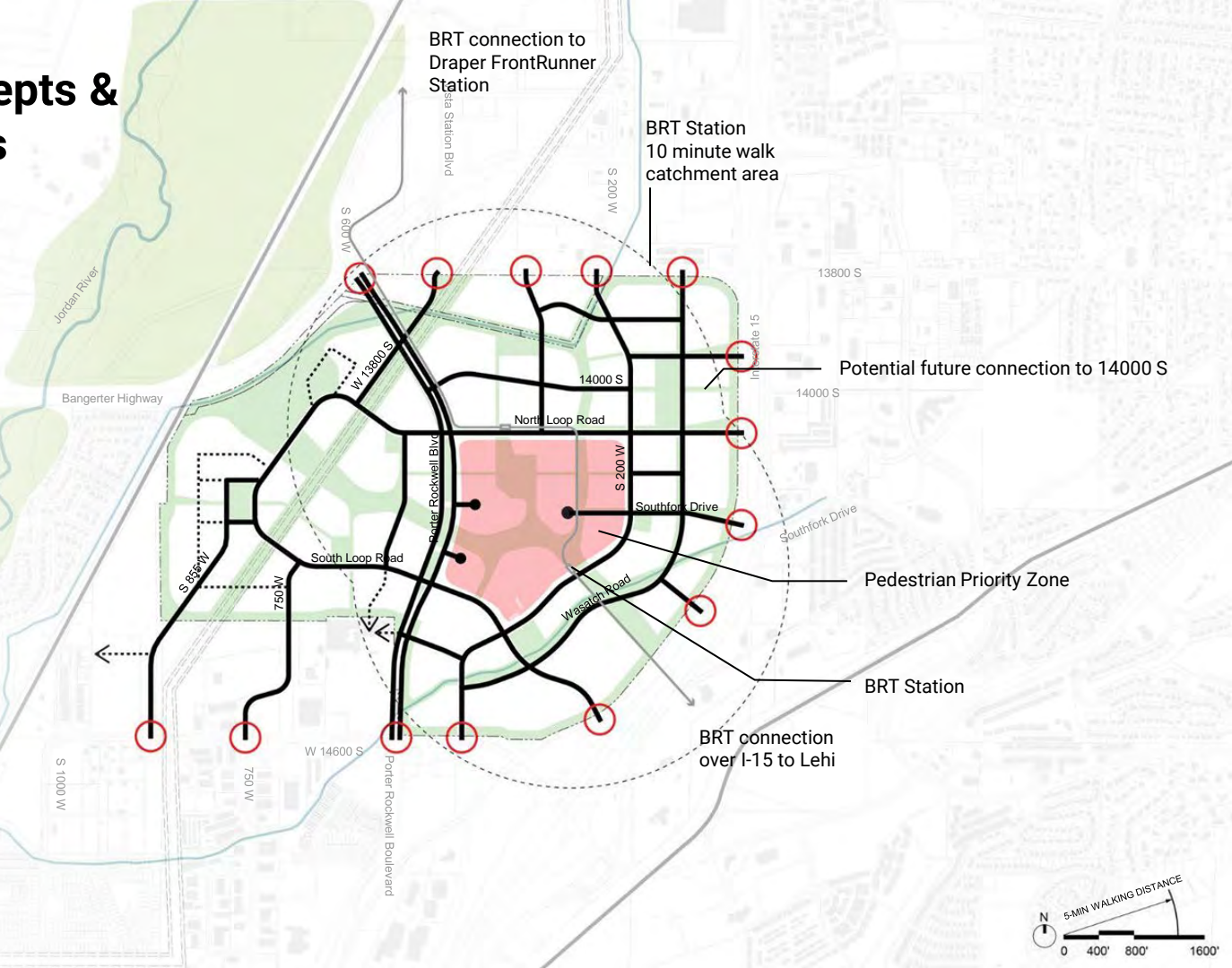
- Prioritize pedestrian connectivity
- Support and promote walking and micro-transit
- Provide everyday community amenities
- Integrate stormwater management system



# Transportation Concepts & Access Opportunities

- Multiple road access opportunities (14 shown) with major context roads including the highway frontage road
- Pedestrian Priority Zone encompasses The Hub district and extends into eastern office parcels

- Pedestrian Priority Zone
- Road Network
- External Connections (14)



# Pedestrian Priority Zones



Central Park



Retail Passageways



Pedestrian Priority Zone

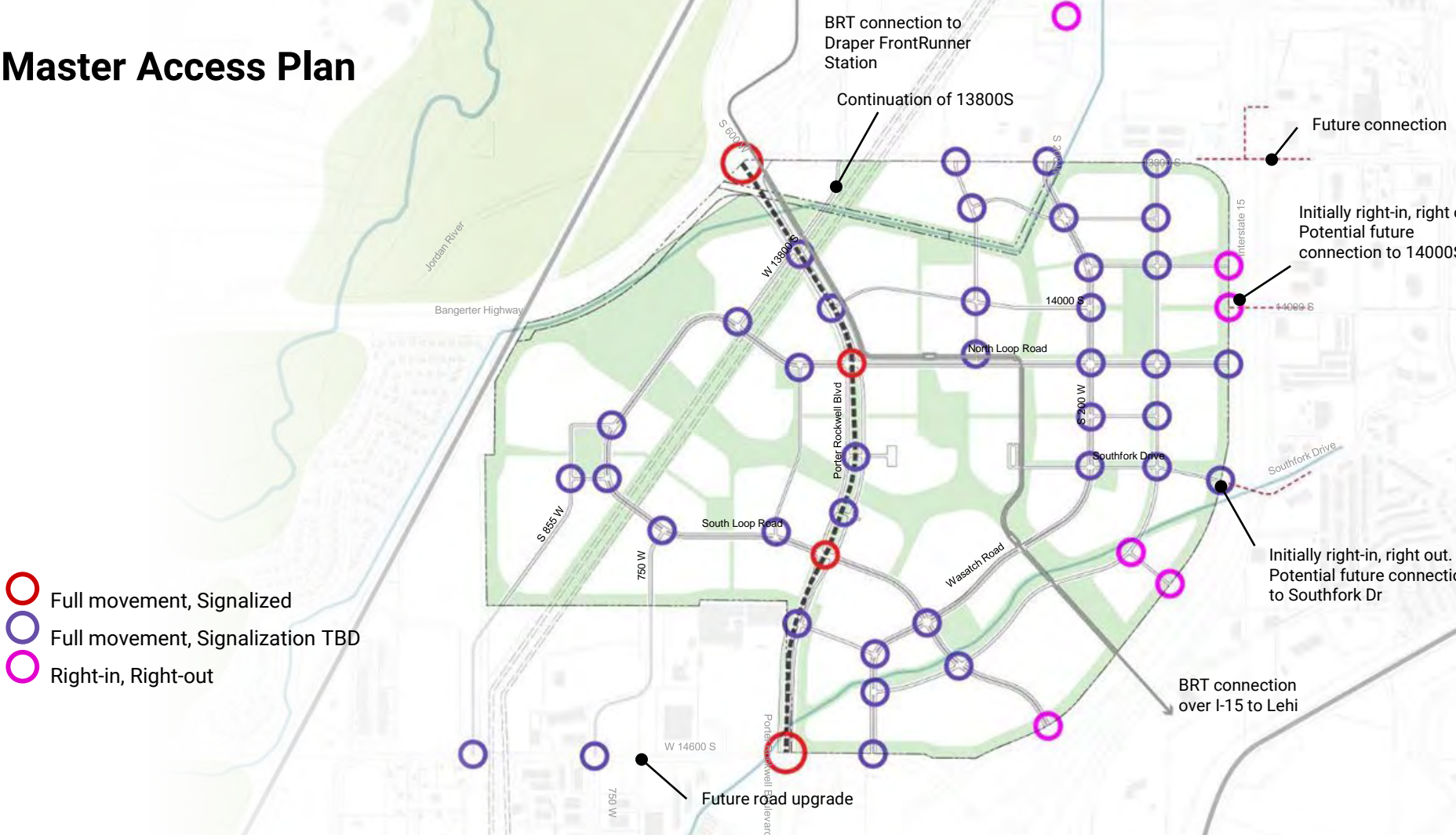


Green Passageways



Restaurants

# Master Access Plan



- Full movement, Signalized
- Full movement, Signalization TBD
- Right-in, Right-out

BRT connection to Draper FrontRunner Station

Continuation of 13800S

Future connection

Initially right-in, right out. Potential future connection to 14000 S

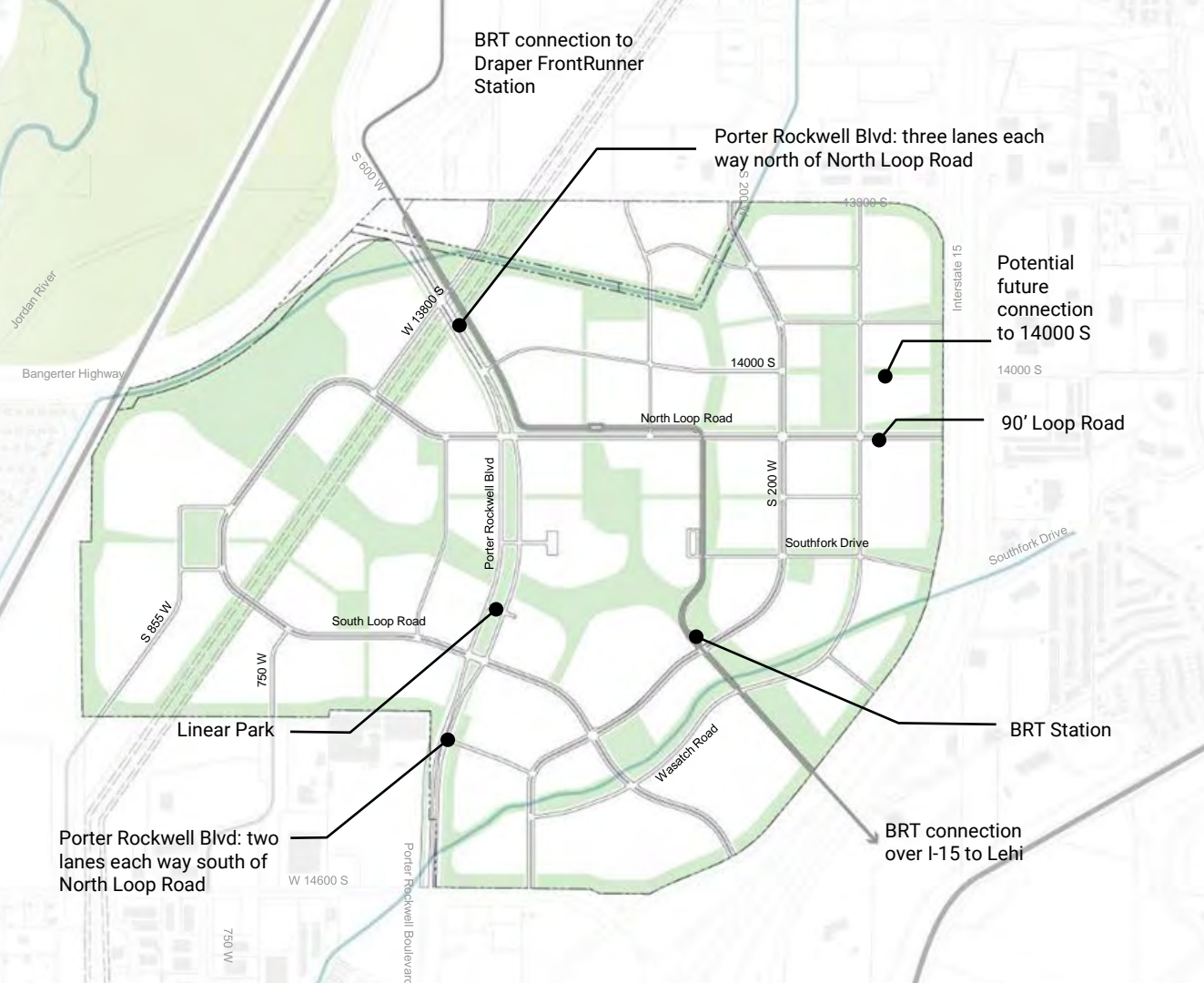
Initially right-in, right out. Potential future connection to Southfork Dr

BRT connection over I-15 to Lehi

Future road upgrade

# Detailed Roadway Plan

- Porter Rockwell Boulevard is the addressing street of the project with a linear park in the center and two to three lane one way streets on either side
- The North and South Loop road are the major arterials providing access throughout the project



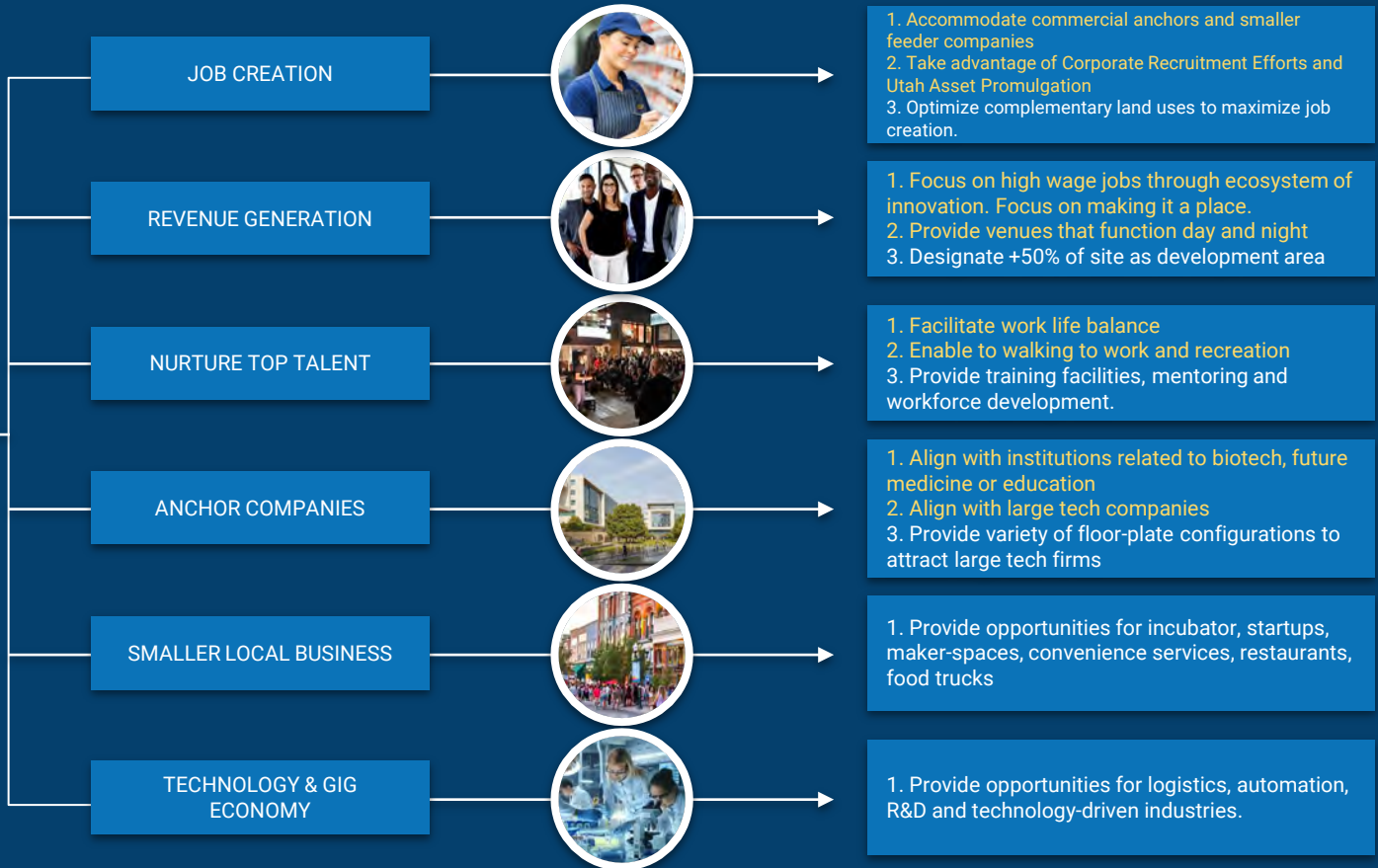
KEY VISION ELEMENT

PRINCIPLE

DESIGN, SUSTAINABILITY OR SMART CITY INITIATIVE



Promote enduring statewide economic development through **job creation**, workforce development, and **revenue generation**. Create a community that will attract and **nurture top talent** and outstanding **anchor companies**, as well as **smaller local businesses**.





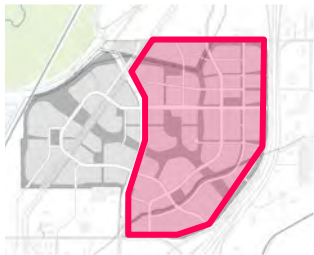
# Signature Feature An Economic Catalyst for the Wasatch Front



# Signature Feature

## A Regional Business, Technology & Innovation Catalyst

- Create an address for businesses
- Center of activity and innovation
- Concentrate infrastructure



# Districts

## Seven Distinct Districts:

Total GFA +/- 15.5 mill sf

**North River District:**  
Residential Focus  
46 ac  
+/- 1,250 units (includes +/- 270,000 sf office)

**West River District:**  
Residential Focus  
48 ac  
+/- 1,300 units

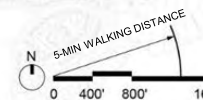
**South River District:**  
Residential Focus  
46 ac  
+/- 2,000 units

**Canal District:** Flex Office Focus  
75 ac  
GFA +/- 3 mill sf (includes +/- 500 units)

**Wasatch District:** Innovation Office Focus  
122 ac  
GFA +/- 3.3 mill sf (includes +/- 750 units)

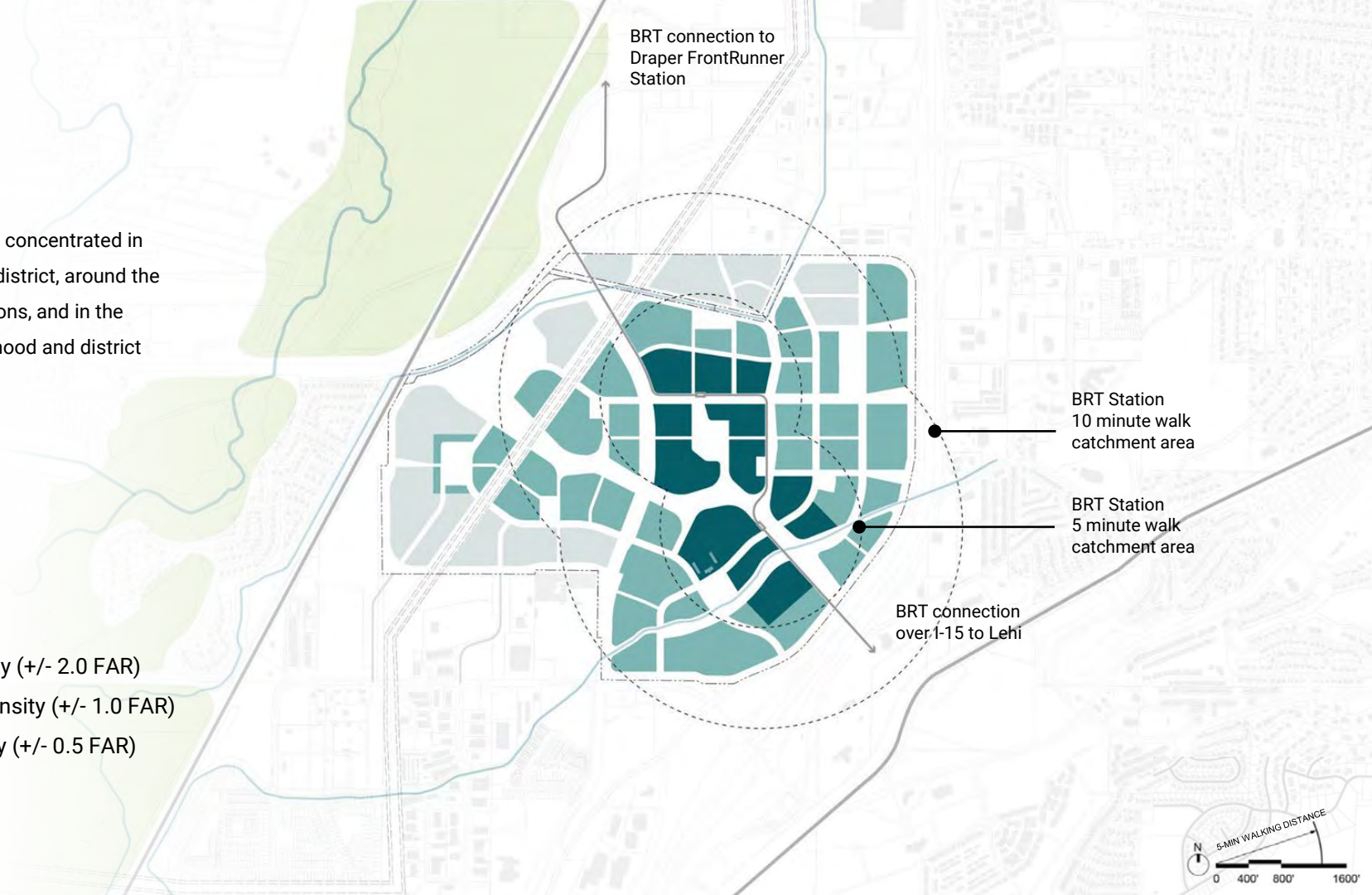
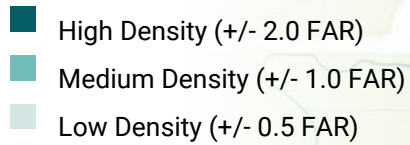
**The Hub:** Mixed-Use Focus  
59 ac  
GFA +/- 2 mill sf (includes +/- 1,300 units)

**The Ridge District:** Institution Focus  
71 ac  
GFA +/- 1.8 mill sf (includes +/- 200 units)



# Density

- Density is concentrated in The Hub district, around the BRT stations, and in the neighborhood and district cores

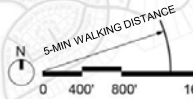


BRT connection to  
Draper FrontRunner  
Station

BRT Station  
10 minute walk  
catchment area

BRT Station  
5 minute walk  
catchment area

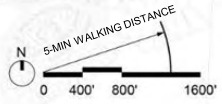
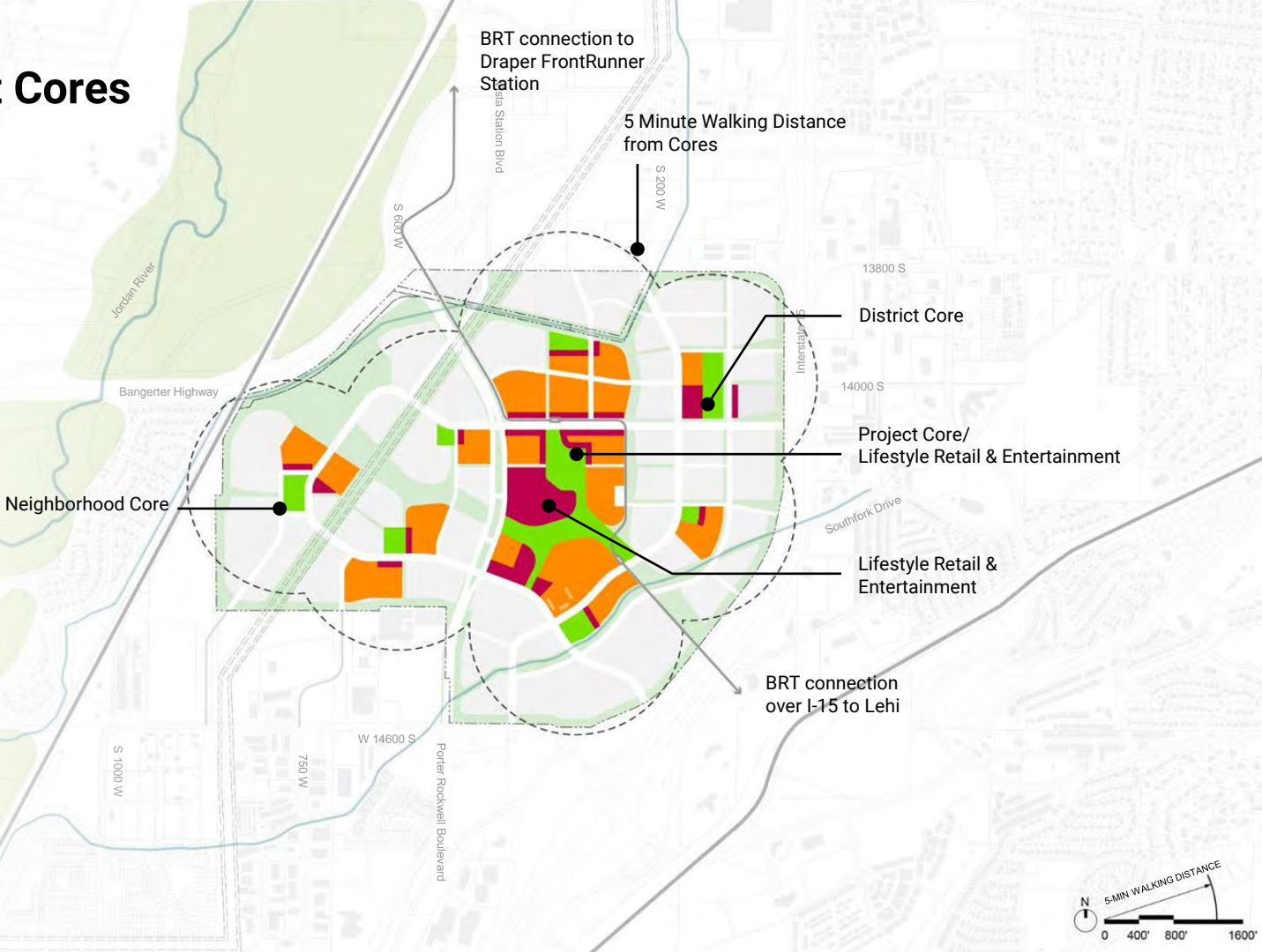
BRT connection  
over I-15 to Lehi



# Mixed Use District Cores

- +/- 95% of all parcels are within 5 minute walking distance of mixed-use core
- District cores are located around each district central open space
- The Hub district is the core of the project

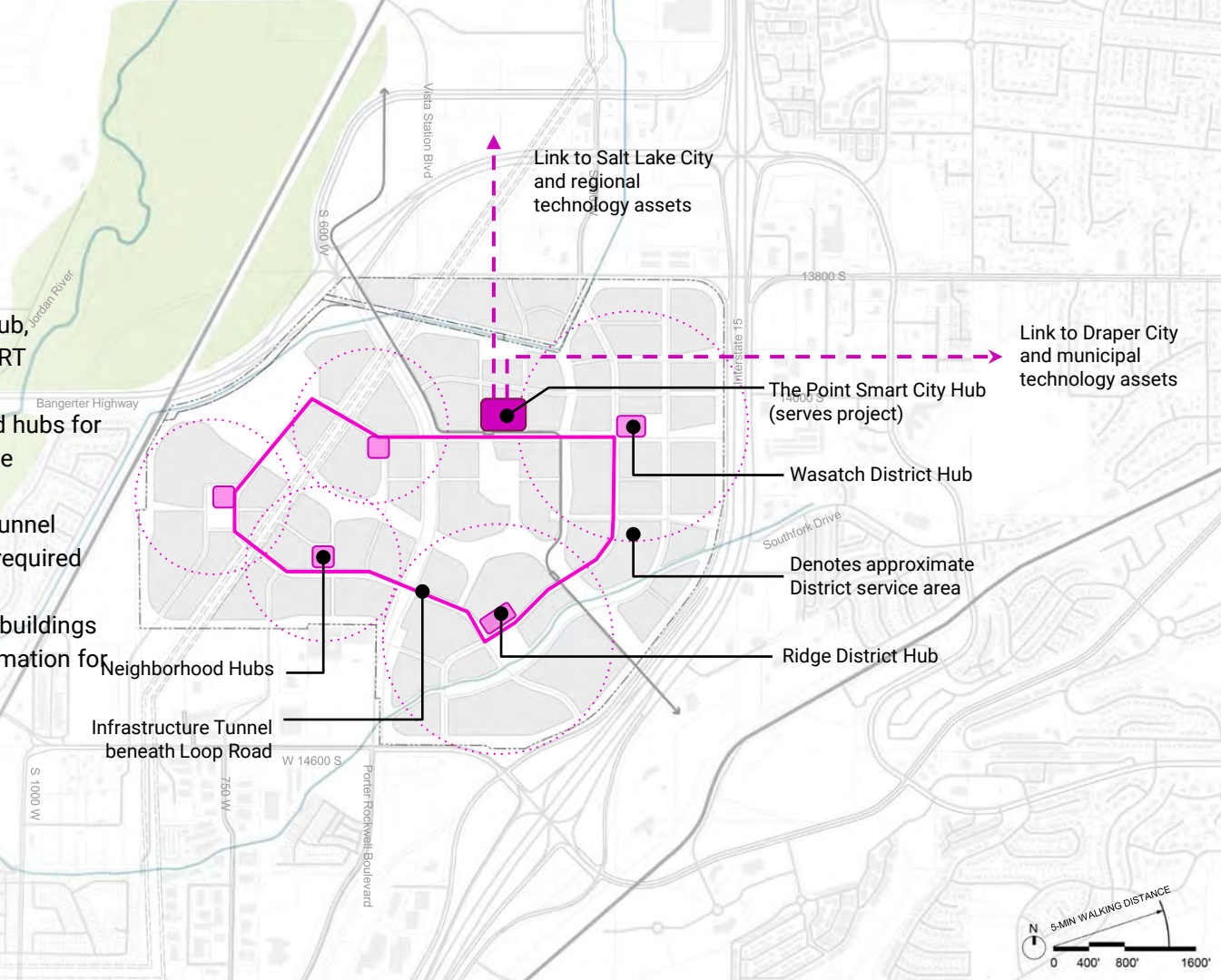
Retail  
 Mixed Use Parcel  
 Retail Frontage





# Smart City Framework

## Framework Strategy

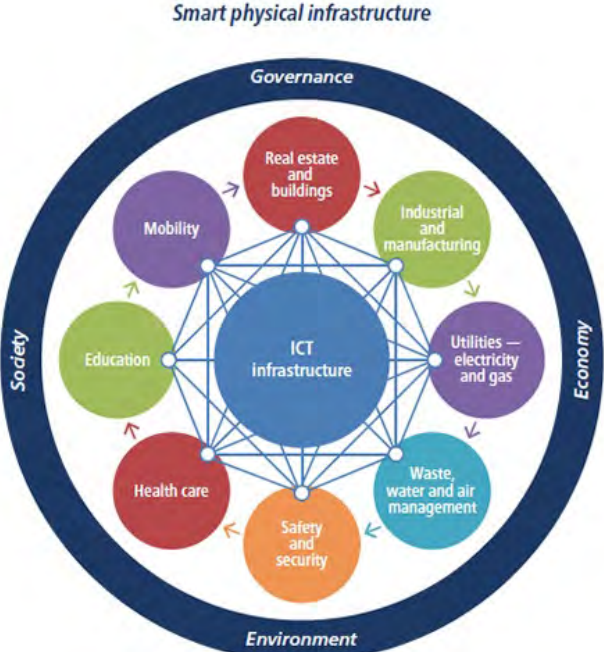
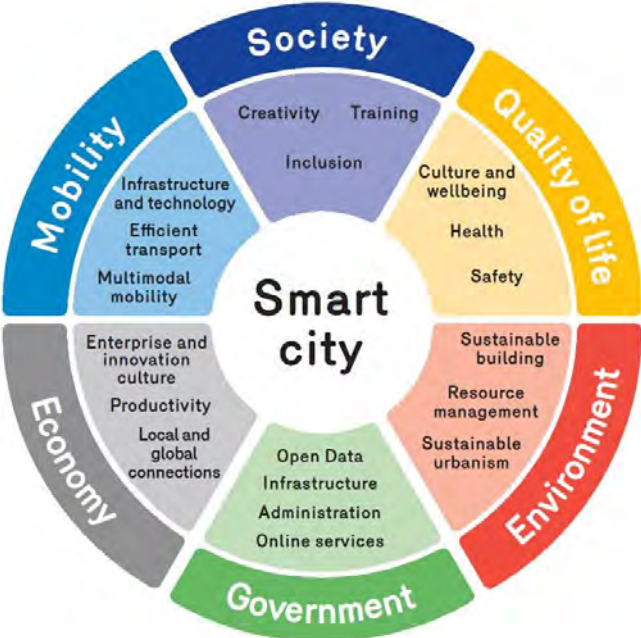
1. Create a central Point Smart City Hub, adjacent to Mobility Hub at north BRT station.
2. Create five additional District-based hubs for specific applications pursuant those Districts.
3. Create a Smart City infrastructure tunnel beneath the Loop Road to contain required equipment and cabling.
4. District Hubs will be located within buildings and provide specific real-time information for each District or neighborhood
5. Smart City services may include:
  - a. District Wifi
  - b. Transportation Information
  - c. Wayfinding Information
  - d. Quality-of-Life Information
  - e. Sustainable Metrics
  - f. News
  - g. Energy Use
  - h. BRT and Circulator Service



# A Variety of Smart City Components

SMART SYSTEMS			TREND		
	SPACE	 <p>Industry 4.0 technologies c</p>	 <p>Microunit residential increases housing density</p>	 <p>Tokenization new real estate models</p>	 <p>Increased workspace densities</p>
	INFRASTRUCTURE	 <p>Reduced space for efficient centralised MEP Plant</p>	 <p>Adaptive systems Reduce Energy Consumption</p>	 <p>Space for local energy and thermal storage</p>	
	MOBILITY	 <p>Autonomous technology change road infrastructure</p>	 <p>Reduced parking demand</p>	 <p>Adaptive reuse of parking provisions</p>	 <p>Space requirements for Drone operation</p>
	LOGISTICS	 <p>Centralised logistics reduced space</p>	 <p>Space considerations for autonomous delivery operation</p>	 <p>Automatic waste collection reduced space requirements</p>	
	SECURITY	 <p>Turnstile free Access</p>	 <p>Elimination of physical barriers</p>	 <p>High security measure required</p>	

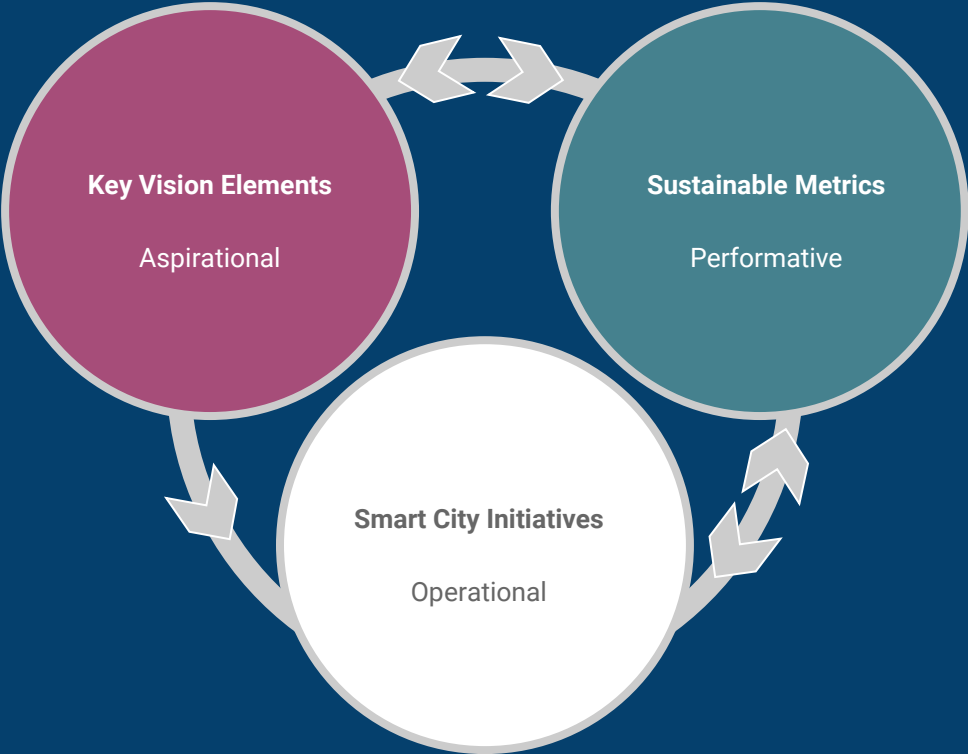
# A Variety of Organizational Options





# Smart City + KVEs + Sustainable Metrics

A Virtuous Cycle



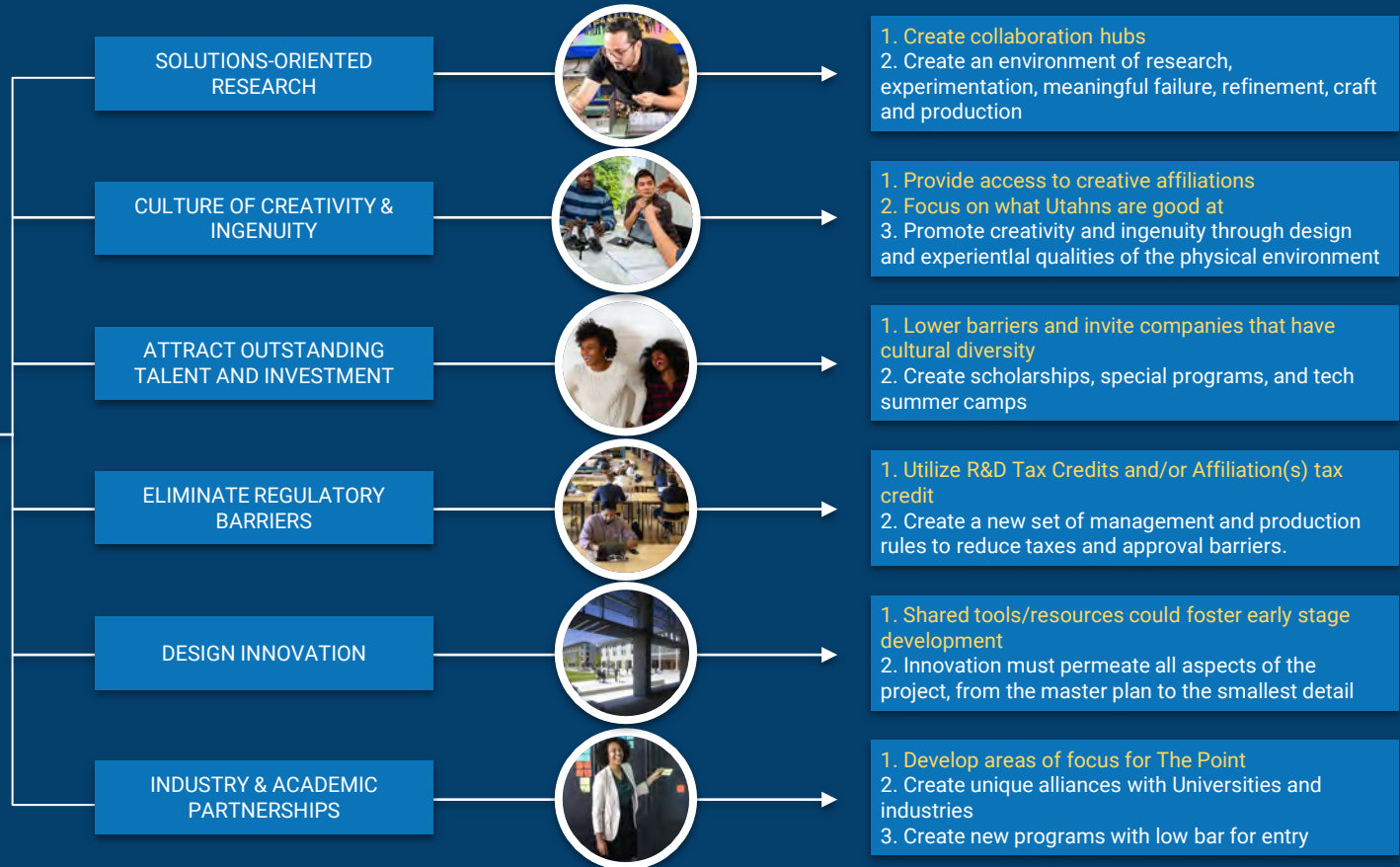
KEY VISION ELEMENT

PRINCIPLE

INITIATIVES



Advance innovation by creating a place that promotes a **culture of creativity and ingenuity**, attracts outstanding talent and investment, promotes **solution-oriented research**, fosters the growth of promising early-stage companies, **eliminates regulatory barriers**, and facilitates interdisciplinary **industry and academic partnerships** to generate and commercialize new ideas.



# Signature Feature

## An Institutional & Research Presence

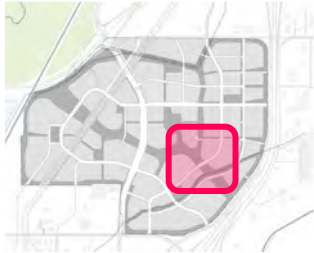
- Potential anchor tenant
- Public-private partnership
- Creation of identity
- Educational component



# Signature Feature

## Cross-Industry Innovation Hub

- Catalyst for growing innovation industry
- Attract young talent
- Potential connection with K-12 education







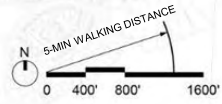
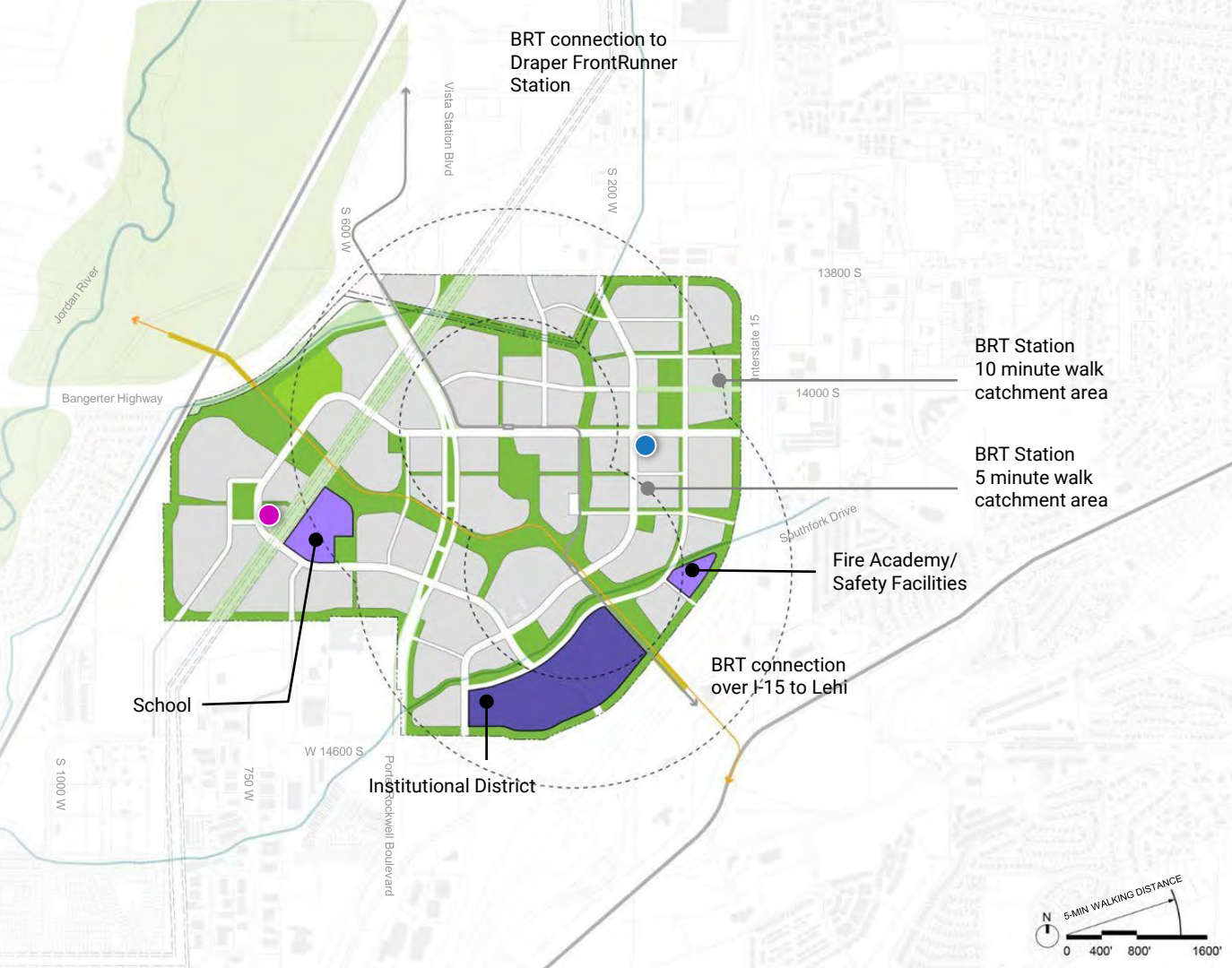
# Education & University-Related Facilities



# Civic Uses

- School is placed in central location within western residential neighborhoods with direct access to River to Range Park and neighborhood park
- Institutional/Anchor tenant is located to the southwest for easy access and high visibility from I-15

-  Civic / School
-  Institution / Anchor Tenant
-  Potential Church Location
-  City Services



# Signature Feature

## Integrated Urban Innovation

THE most important facet of public interaction. The Point's public face.

**Streets & Mobility Corridors**

**Open Space**

Provides the greatest perceived public benefit and amenity.

**Buildings**

**Sustainability & Smart City Strategies**

The most visible and must achieve a sense of unity and consistency.

Ensures aspirational targets are achieved.

# Signature Feature

## Pedestrian Priority Zone

- Design for pedestrians first
- Activation of spaces
- Safe place for pedestrian activity
- Unique environment within the region





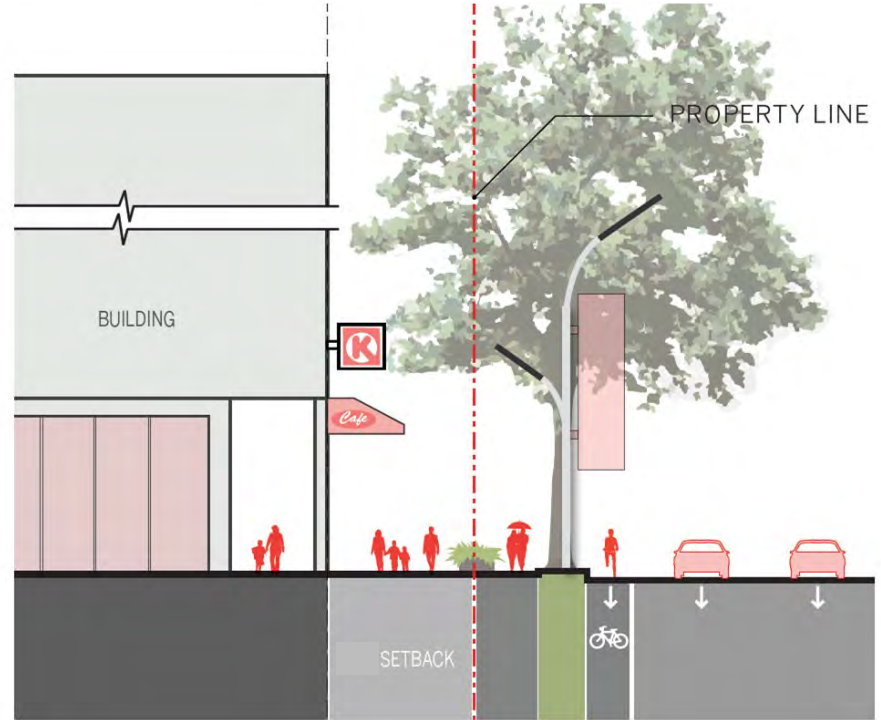
# Design Guidelines: Buildings

## Intent

Building setbacks are intended to meet local code requirements, establish a consistent building placement relative to streets, and provide light, air, and landscape along and within streets. They are intended to strengthen the urban fabric, create human scale and active street level environments.

## Guidelines

1. Podiums shall be aligned with primary streets and open spaces. Podiums excessively angled from streets or open space, unless for a demonstrable reason, shall not be approved.
2. Place active retail and commercial uses on the ground floor along pedestrian sidewalks and mid-block paths
3. Buildings eleven (11) stories or greater shall be set back 10 meters from the street right-of-way line or redline.
4. Buildings ten (10) stories or less shall be set back 5 meters from the street right-of-way line or redline.
5. All buildings, regardless of height, shall be set back 5 meters from a side, rear, or any other property line, regardless of adjoining use.
6. Allowed uses in setbacks: landscaped areas, fire lanes, parking access lanes, building drop-off access from street, street furnishings, paved pedestrian areas, special features such as decorative water fountains or sculpture, lighting and bicycle parking.
7. Prohibited uses in setbacks: vehicular parking, utility structures or substations.
8. Landscaped or green area shall not exceed 75% of the setback area.
9. Pedestrian access routes from the sidewalk to the building face shall be provided not less than every 20 meters. Such access routes shall be a minimum of 1 meter in width.
10. Building or podium setbacks of more than 10 meters from any street shall not be allowed.



# Design Guidelines Streets & Signage

The system of lighting should contribute to the overall sustainability goals of the project by utilizing high efficiency light sources, fixtures, and controls.

Materials, lighting and maintenance of the signage should be coordinated with the overall character of the urban furnishing.



# Design Guidelines: Green Infrastructure

Green streets help manage stormwater, improve air quality, and enhance and beautify the public realm.

Plant species selected for use within the project should be native or adapted to the regional climate of Utah. Species should reinforce the sustainable and cultural aspirations of the project and reinforce the surrounding ecological systems.



## KEY VISION ELEMENT

## PRINCIPLE

## INITIATIVES



Create a **model of sustainable development** that, relative to traditional development, **significantly reduces air emissions** (including GHG), **water pollution, water and energy use**, and takes advantage of on- and off-site **renewable energy resources** (including an on-site geothermal resource). Explore a **net-zero-ready development**.

A NEW MODEL FOR DISTRICT SUSTAINABILITY



1. Must be a global model; meet or exceed current state of the art
2. Link pedestrian/bike corridor directly to Draper Front-runner
3. Create a sustainable framework modelled on LEED-ND

SUBSTANTIAL AIR EMISSION REDUCTION OVER BASELINE



1. Aim for 50% improvement by 2030 over rest of valley
2. Utilize all-electric circulators and BRT vehicles
3. Substantially reduce building emissions
4. Promote and reward traffic-reduction strategies

ZERO WATER WASTE & WATER POLLUTION



1. Reduce significant external and internal water use
2. Use low-water turf varieties
3. Model best practices in water management

NET-ZERO OPERATIONAL CARBON & BUILDINGS



1. Encourage trip reduction
2. Design for "energy self-sufficiency" of site and area
3. Provide a model and leadership for projects of similar scale in the US

COMMIT TO SITE-WIDE RENEWABLE ENERGY



1. Promote 100% carbon-free electricity use
2. Distribute energy and storage
3. Implement direct-use geothermal on site
4. Build the most innovative and sustainable central plant in the US.

EFFICIENT BUILDINGS & INFRASTRUCTURE SYSTEMS



1. Build super-efficient building
2. Implement project and building electrification
3. Remove combustion events/reduce NOx
4. Implement smart technologies throughout the project to quantify and measure progress towards sustainable goals

# Sustainability

## A Key Vision Element

The Point of the Mountain is a **once in a lifetime opportunity** to develop a highly sustainable community. It is envisioned to serve as a **regional model for sustainable design**.

The goal is to create a model of sustainable development that, relative to traditional development,

**significantly reduces air emissions (including GHG), water pollution, water and energy use**, and takes advantage of **on- and off-site renewable energy** resources (including an on-site geothermal resource). Explore a **net-zero-ready development**.

# What does it mean to be a regional, national or global leader in sustainable design at the urban district level?

Our collective aspiration is for the Point of the Mountain to become the new benchmark project for sustainable practices in the 21st Century.

The team is striving to implement design strategies that achieve the highest standard targets for

sustainability to positively impact people and planet, not only within the project boundaries, but also the region and beyond.

# Five Components

## Mobility



Address human and environmental health and wellness. Expand mobility options while reducing auto trips and their associated carbon emissions, pollution, and health risks.

## Ecology



Align growth with local ecologies to minimize the impacts of new development on biodiversity and natural resources.

## Energy and Carbon



Manage energy resources with efficiency, renewables and low carbon materials. Prepare for Net Zero Carbon Built Environments.

## Water



Manage water resources holistically to increase efficiency, use natural sources responsibly, and increase recycling.

## Waste



Apply circular resource strategies to reduce raw material extraction, minimize waste, and expand reuse potential.

Quality of Life

Resource Utilization

# Mobility: Four Elements



**M1:**  
Demand Management



1/3 Reduction in vehicle miles traveled by utilizing 15% Vehicle mile traveled reduction (internal trip capture)  
15% Vehicle mile traveled reduction (transit access)

**M2:**  
Bike and Walk



100% of population within a block of a trail  
2.5% population has access to bike racks / bike share  
Continuous sidewalks for 100% of street frontage

**M3:**  
Transit Access



Locate all residences and businesses within a five minute walk of transit  
Increase Frequency of trips

- Weekday 60-320
- Weekend 24-60

**M4:**  
Electric Vehicles



10,000 charging stations by year 10, with provisions for more in the future

= 50% ↓

50% Carbon Reduction



# Sustainable Outcomes: Mobility



1.

1/3 ↓

reduction in Vehicle Miles Traveled

2.

100%

of people within a block of a trail

3.

100%

of people within a 5 minute walk of transit

4.

10,000

charging stations by Year 10

5.

50% ↓

Transportation Carbon Reduction

# Ecology: Three Elements



## E1: Open Space



200 acres of Parks and  
Open Space

## E2: Access



100% of people within 2  
minute walk (500') of Park  
or Open Space

## E3: Habitat Creation



50% of Open Space (70  
acres) are protected  
micro-wilderness

=

25%

Increased Carbon  
Sequestration over BAU

100%

Biodiversity Indices  
improvement over BAU

# Sustainable Outcomes: Ecology



---

6.

**200 acres**

of Parks and Open Space

---

7.

**100%**

of people within a 2 minute walk (500')  
of Park or Open Space

---

8.

**50%**

of Parks (70 acres) are protected mi-  
cro-wilderness

---

9.

**25% ↑**

increase in carbon sequestration

# Energy and Carbon: Four Elements



**EC1:  
District Systems and  
Electrification**



Ground source heat  
exchange  
Phasing for electrification

+

**EC2:  
Operational Carbon**



50% less operational carbon  
in buildings

+

**EC3:  
Renewable Energy**



80% Off site renewable  
20% On site renewable

+

**EC4:  
Embodied Carbon**



20% less embodied carbon  
in buildings

=

50%

Efficiency

100%

Renewable

# Sustainable Outcomes: Energy and Carbon



---

10.

50% ↓

less operational carbon in buildings

---

11.

20% ↓

less embodied carbon in buildings

# Water: Three Elements



**W1:**  
Surface Hydrology



100% of surface runoff is naturally filtered

**W2:**  
Efficiency



40% less indoor water use

**W3:**  
Reuse



100% of rainwater collected for reuse

=

40%

Efficiency

100%

Rainwater for Irrigation

# Sustainable Outcomes: Water



12.

100%

of surface runoff is naturally filtered

13.

40% ↓

reduction in indoor water use

14.

100%

of rainwater collected for reuse

# Waste: Three Elements



**W1:  
Recycling**



50% recycling rate

**W2:  
Construction Waste**



75% diversion from landfill

**W3:  
Waste to Energy**



Provisions for composting  
and sitewide waste to energy

=

50%

Recycling

75%

Construction Diversion  
Waste to Energy



## Sustainable Outcomes: Waste



---

15.

**50%**

recycling rate

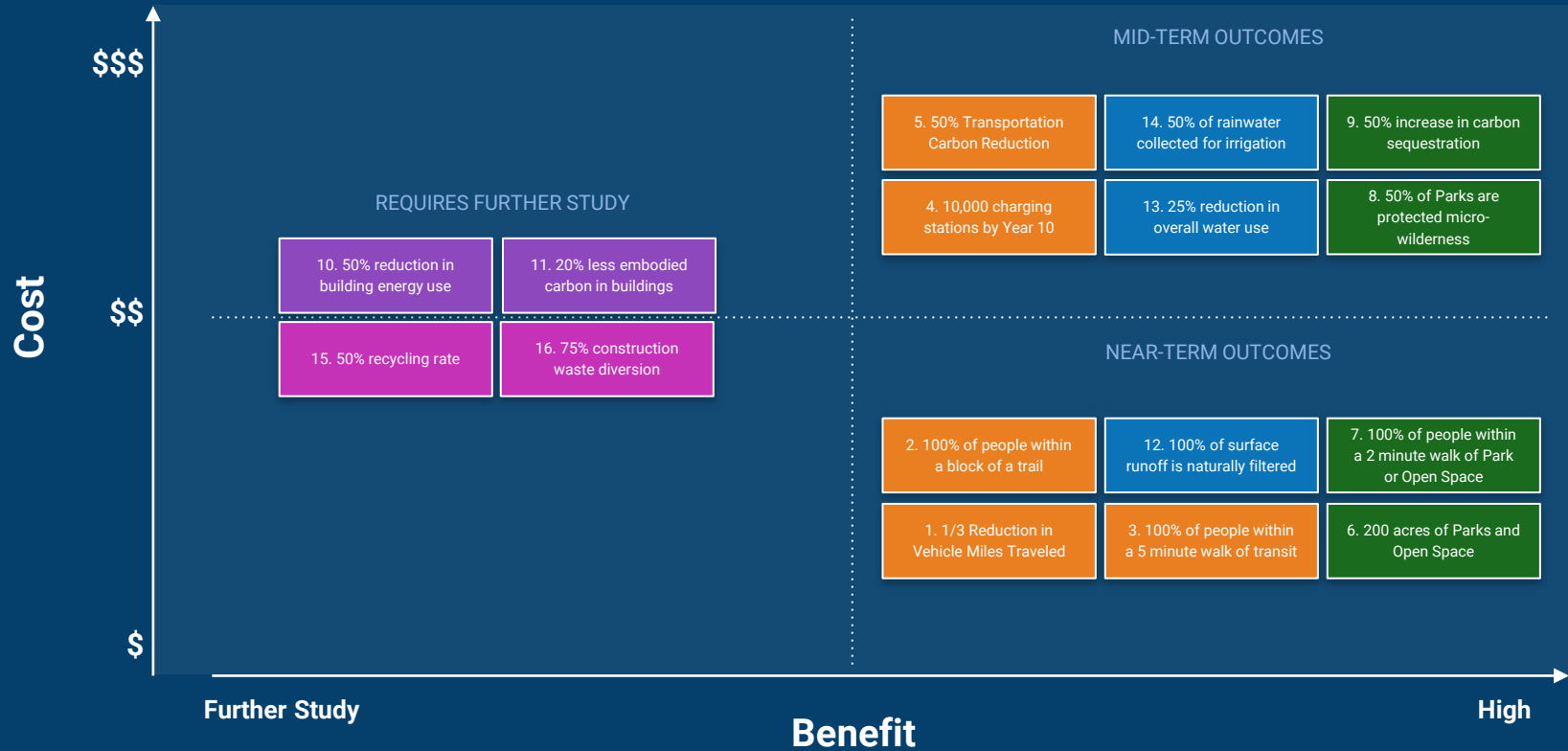
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16.

**75%**

construction waste diversion

# Cost-Benefit Comparison: 16 Sustainable Outcomes



## KEY VISION ELEMENT

## PRINCIPLE

## INITIATIVE



Coordinate closely with others to ensure the development **fits well with regional plans and infrastructure**, advancing the interests of the broader community and not just the site. **Promote regional trail, transportation, and green infrastructure** connections through the area and facilitate thoughtful **regional growth**.

A MODEL OF REGIONAL PLANNING LEADERSHIP



1. Test transportation, economy, and air quality to provide best solution
2. Have great examples of urban living
3. Connect the Point to surrounding area and region
4. Restore pre-settlement ecologies

ENHANCE TRAIL & MOBILITY CONNECTIONS



1. Provide connections to outdoor features and amenities
2. Overcome barriers in the transportation network to enhance connections

PROMOTE GREEN INFRASTRUCTURE



1. Create a model project for green infrastructure
2. Connect to Jordan River through the site to the mountains
3. Reuse all rainwater and stormwater
4. Promote water conservation (eg. use smart water meters, native plants)

ENHANCE REGIONAL GROWTH



1. Create a new hub for the Wasatch Front - a 21st century CBD that is a model for the western United States

LEVERAGE ALL UTAH TALENT



1. Invite multi-tenant universities and institutions
2. Utilize research park/campus to broaden partnerships
3. Create indoor and outdoor work spaces.
4. Bring together the best minds in the State around design, technology, finance, economic growth, innovation and product development

CREATE A SPIRIT OF COLLABORATIVE INNOVATION



1. Integration of science, technology, art, and nature. The Leonardo Museum
2. Promote a collective spirit of research, innovation, and collaboration that defines The Point's DNA

# Signature Feature Uniquely Utah

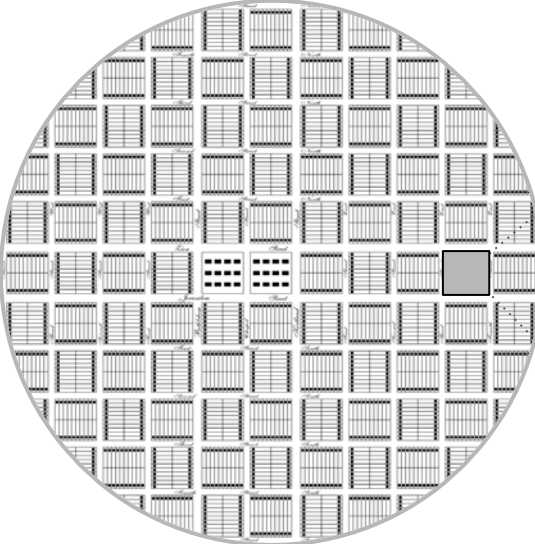


Vibrancy of Utah's communities

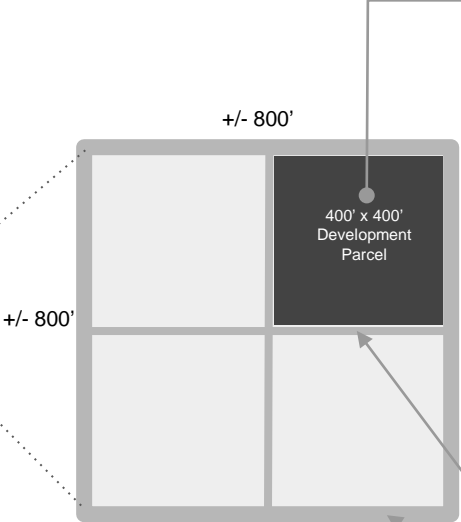


Respect for Utah's ecosystems

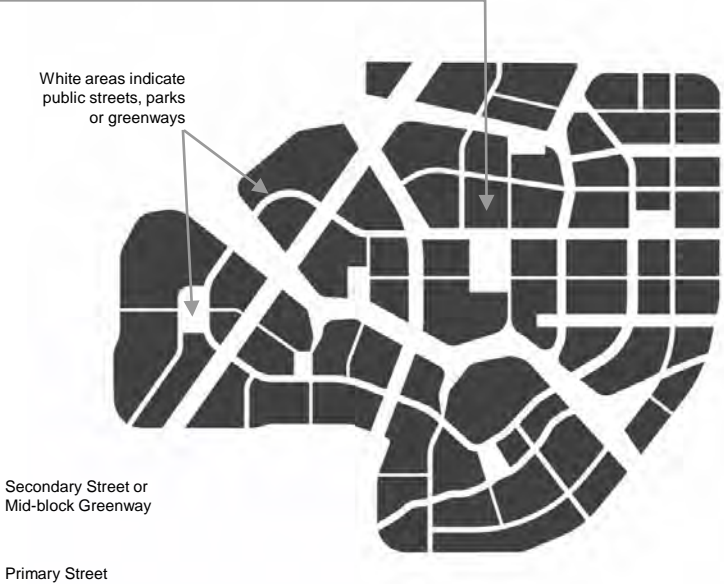
# Signature Feature Connected to History



Plat of Zion  
ca. 1833  
+/- 800' x 800' Grid



The Point Planning Module  
+/- 800' x 800' Primary Structure  
+/- 400' x 400' Development Parcel

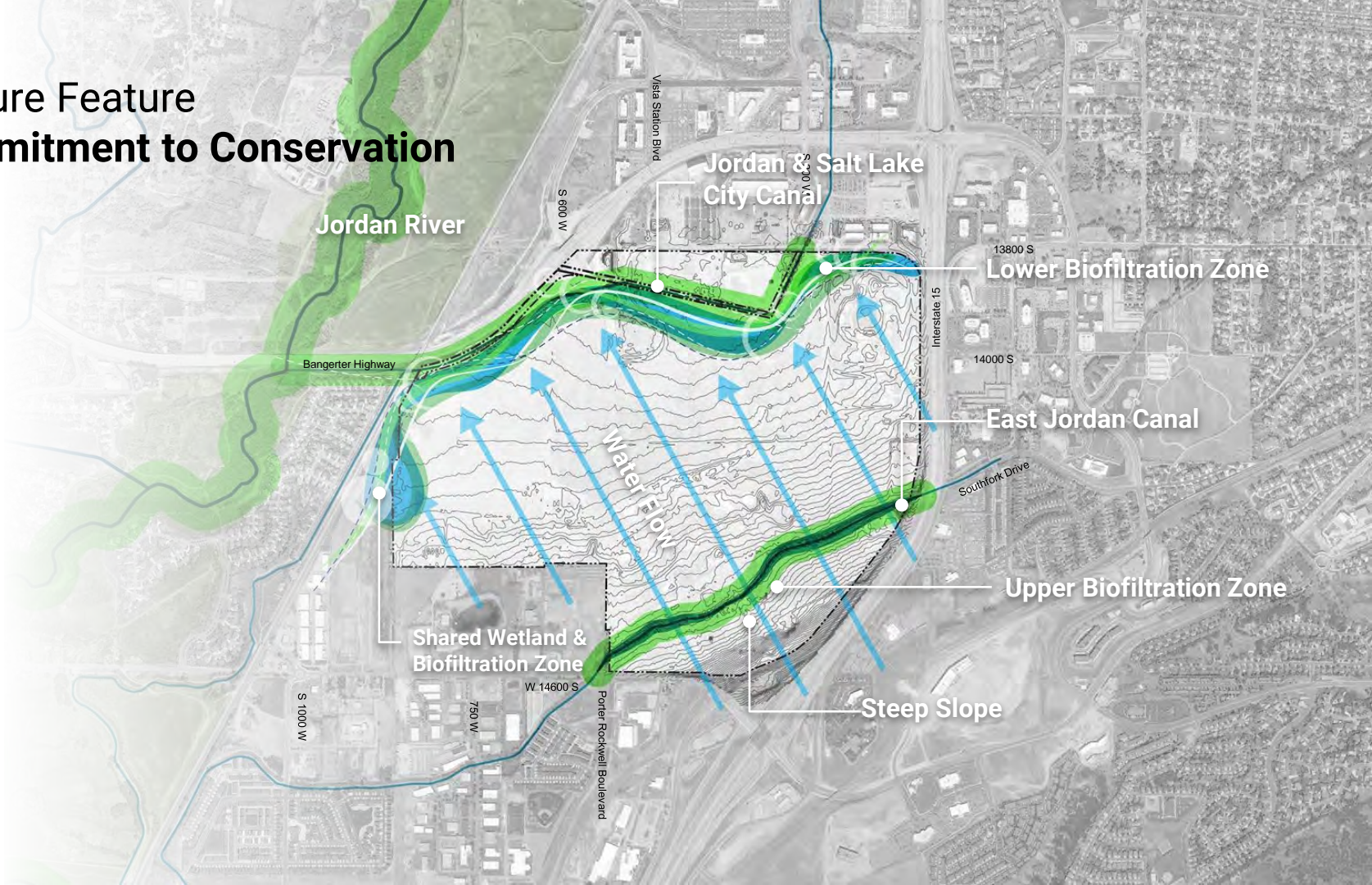


The Point Parcelization Plan  
Highly connected and porous.  
Shaped by nature

# Signature Feature River to Range Trail



# Signature Feature A Commitment to Conservation



Jordan River

Jordan & Salt Lake  
City Canal

Lower Biofiltration Zone

Bangarter Highway

East Jordan Canal

Water Flow

Shared Wetland &  
Biofiltration Zone

Upper Biofiltration Zone

Steep Slope

# Signature Feature

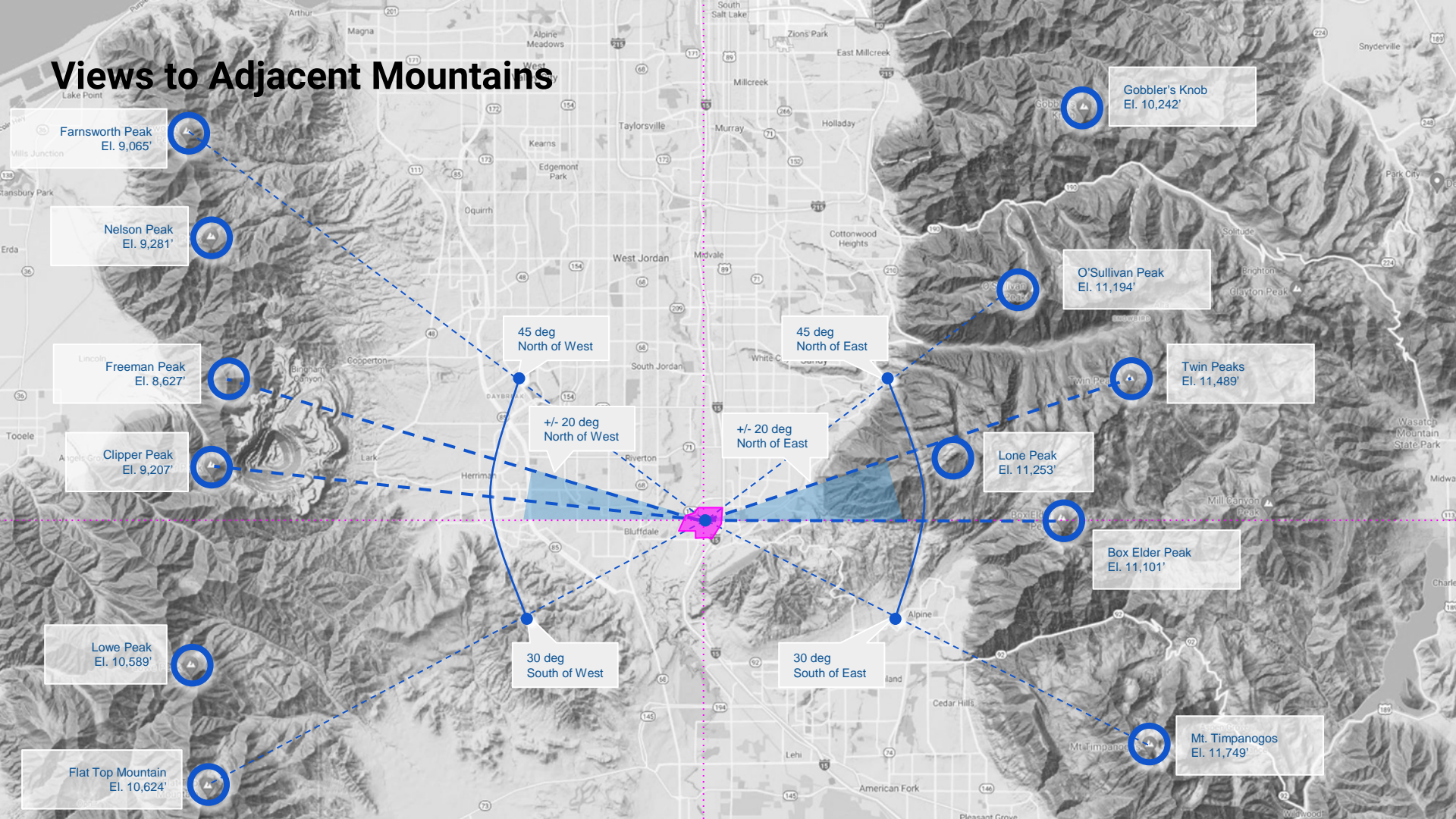
## Jordan River Wetlands & Community Park

- Regional recreational amenity
- Educational opportunity of local nature
- Stormwater management





# Views to Adjacent Mountains



# View to Adjacent Wasatch Peaks

Twin Peaks

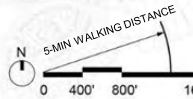
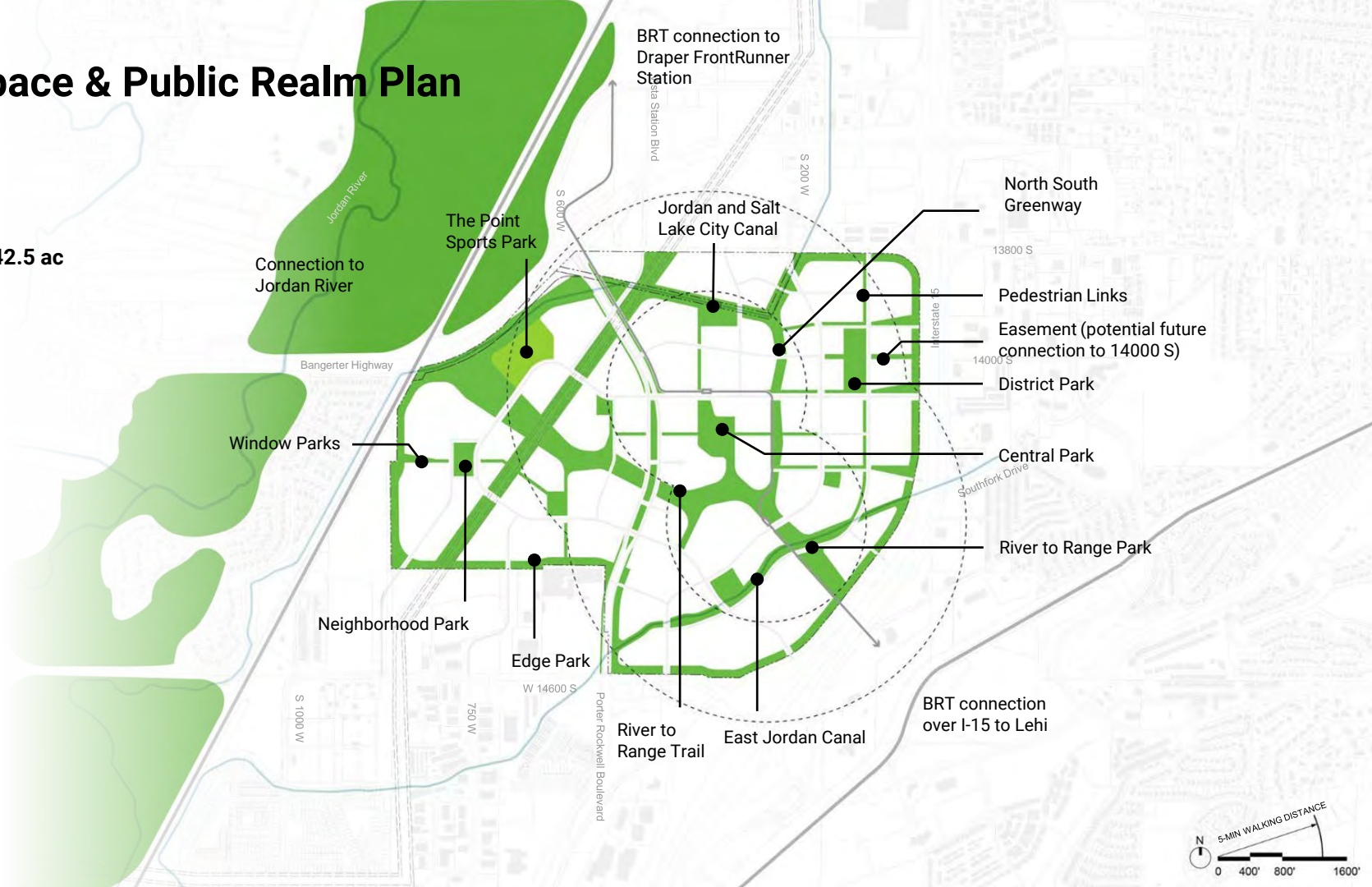
O'Sullivan Peak

Lone Peak



# Open Space & Public Realm Plan

Open Space: 142.5 ac



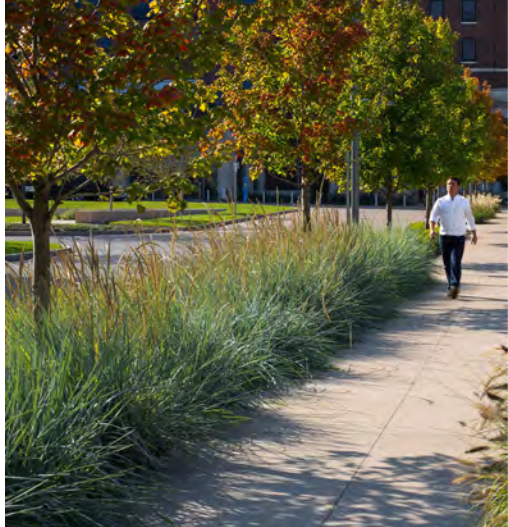
# Primary Open Spaces

All parks contribute to the ecological, stormwater management, and recreational network, and should be designed for continuous public pathways. The Central Park, district parks and neighborhood parks should be strongly reinforced by buildings, and lined with active uses at the ground floor to complement the space.



# Pedestrian & Bike Network

Pedestrian links provide connections throughout the project for bike and recreational uses.



# Overall View from NE



The Ridge District

Central Park

South River District

West River District

River to Range Park

The Point Sports Park

North River District

Canal District

I-15

Wasatch District

Bangenter Highway

# Overall View from SE



Jordan River Parkway

Bangerter Highway

W 14600 S

Porter Rockwell Boulevard

I-15

# Overall View from NW



Porter Rockwell Boulevard

W 14600 S

I-75

Bangarter Highway

Jordan River Parkway



# The Districts

# Districts

## Seven Distinct Districts:

Total GFA +/- 15.5 mill sf

**North River District:**  
Residential Focus  
46 ac  
+/- 1,250 units (includes +/- 270,000 sf office)

**West River District:**  
Residential Focus  
48 ac  
+/- 1,300 units

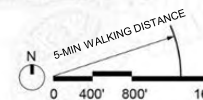
**South River District:**  
Residential Focus  
46 ac  
+/- 2,000 units

**Canal District:** Flex Office Focus  
75 ac  
GFA +/- 3 mill sf (includes +/- 500 units)

**Wasatch District:** Innovation Office Focus  
122 ac  
GFA +/- 3.3 mill sf (includes +/- 750 units)

**The Hub:** Mixed-Use Focus  
59 ac  
GFA +/- 2 mill sf (includes +/- 1,300 units)

**The Ridge District:** Institution Focus  
71 ac  
GFA +/- 1.8 mill sf (includes +/- 200 units)

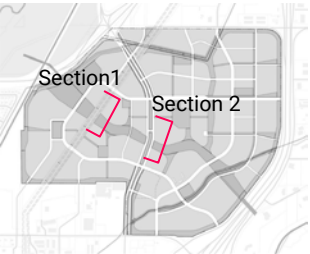


# District Details

## The Hub



# Site Sections River to Range Park



# The Hub



# District Details

## Canal District



BRT Station

North Canal Park

Central Park

Greenway

Wasatch  
District

North River  
District

Office along  
13800 Street

Community  
Garden

# Canal District



# District Details

## The Ridge District



Innovation Academy

Mixed-Use

Innovation District

BRT Station

River to Range Park

Lifestyle Commercial

Ridge Park

Institutional/Research Campus

BRT & River to Range Trail Landbridge



# District Details

## South River District



School

River to Range Park

Porter Rockwell  
Boulevard

Community Garden

South River Park

Townhomes

Condos

# District Details

## West River District



Community Park/  
Sportsfields

School

Ground-Floor  
Neighborhood  
Retail

Neighborhood  
Retail

River to Range Park

Window Park

Community Garden

Urban Walk-Up  
Apartment

Urban Single-Family  
Housing

West River Park

# District Details

## North River District



School

River to Range Park

Community Garden

Porter Rockwell  
Boulevard

The Point  
Sports Park

Bangerter Highway

# District Details

## Wasatch District



BRT Station

Wasatch Park

Office District  
Retail

Window Park

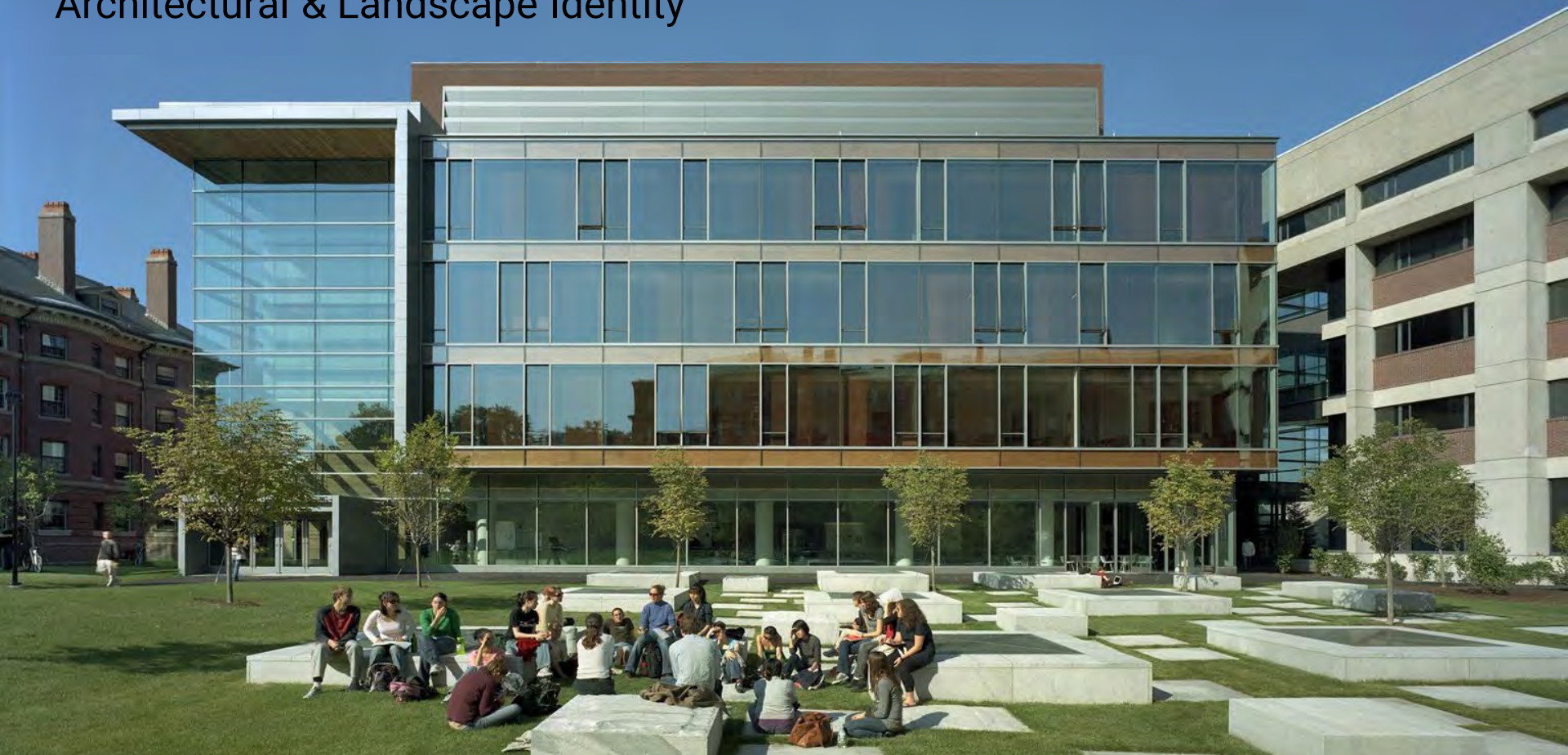
Incubator  
Offices

BRT Station

Existing Northern Utah  
Interagency Fire Center

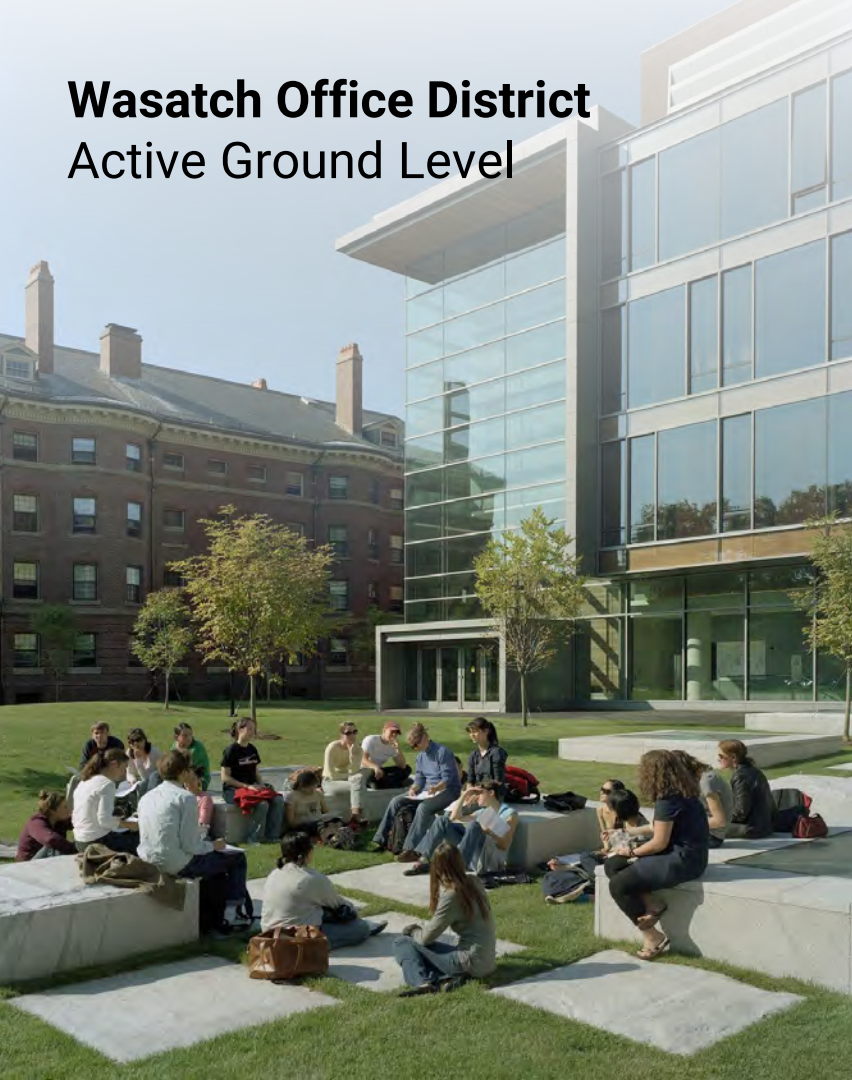
# Wasatch Office District

## Architectural & Landscape Identity



# Wasatch Office District

## Active Ground Level



# Wasatch Office District Pedestrian Connections



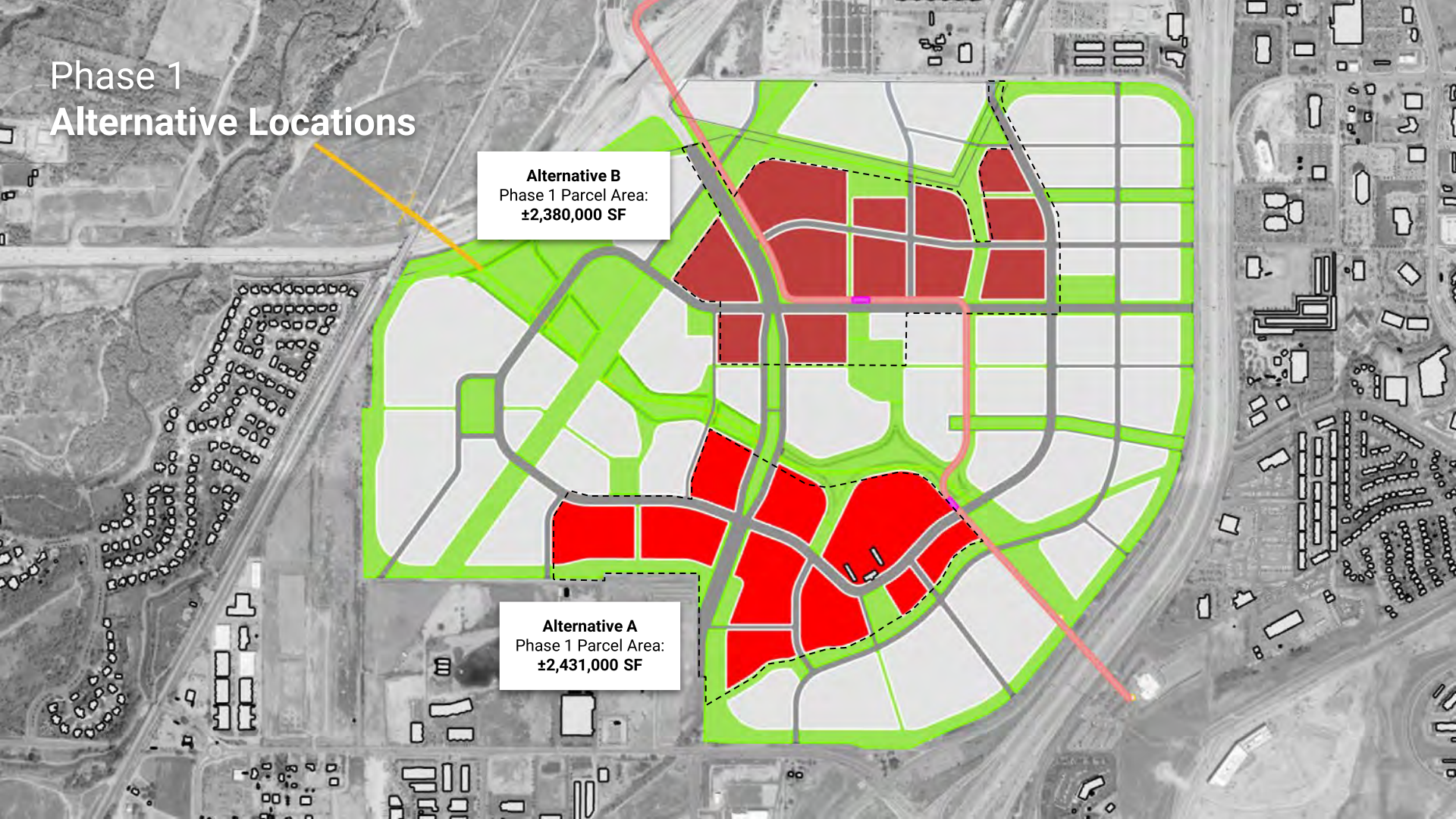
# Phasing Strategy



# Phase 1 Alternative Locations

**Alternative B**  
Phase 1 Parcel Area:  
 $\pm 2,380,000$  SF

**Alternative A**  
Phase 1 Parcel Area:  
 $\pm 2,431,000$  SF



# Phasing Strategy Alternative A

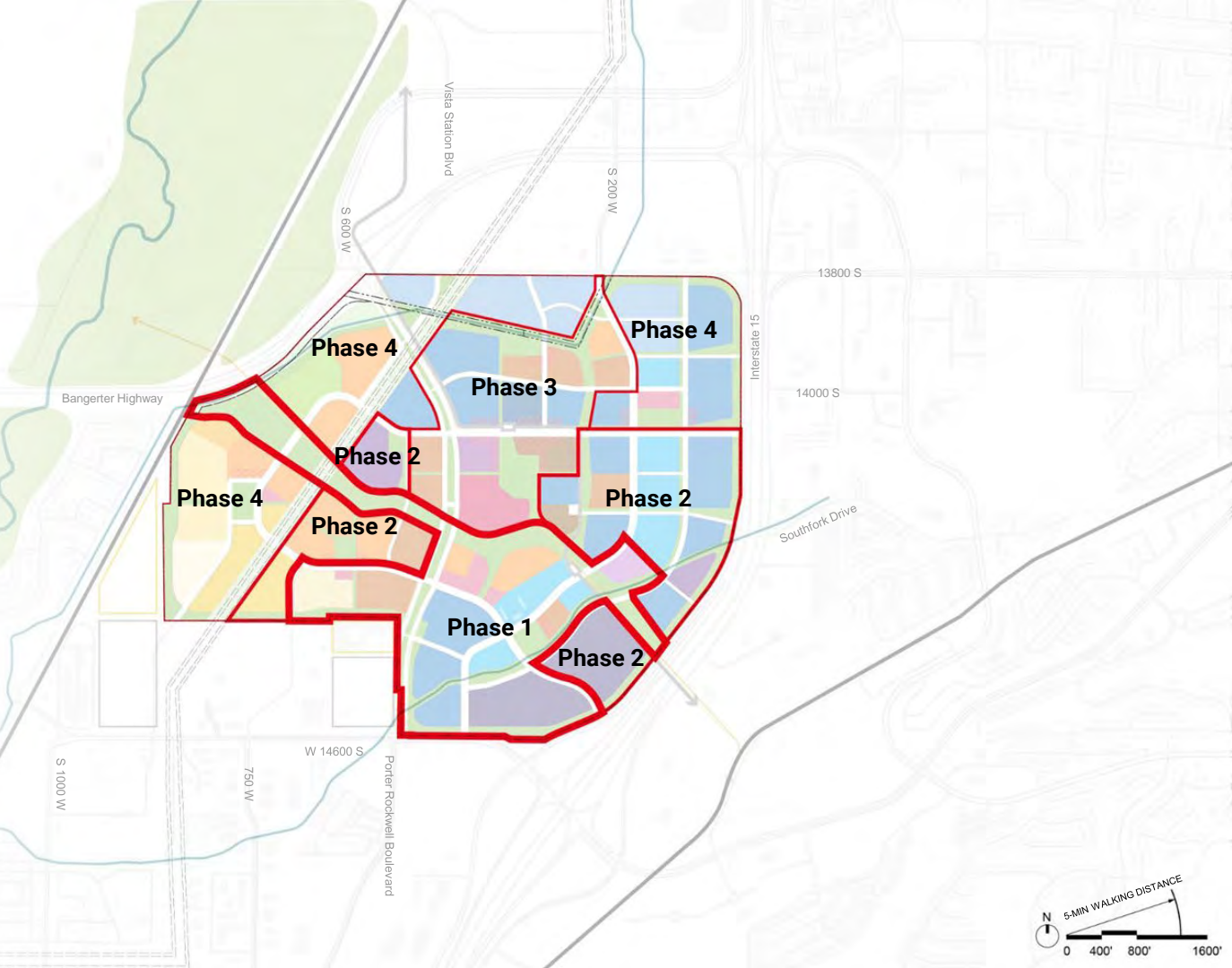
- Phase 1 at the southern end of project
- High upfront cost for utility infrastructure due to southern location of Phase 1
- Subsequent phases develop adjacent to previous phased parcels to take advantage of infrastructure
- Lifestyle Retail & Entertainment planned in Phase 3
- Ground floor retail in all phases is flexible and can be modified according to market demand

**Phase 1:** 2.9 mill sf (Target 2.9 mill sf)

**Phase 2:** 4.2 mill sf (Target 4.2 mill sf)

**Phase 3:** 4.5 mill sf (Target 4.45 mill sf)

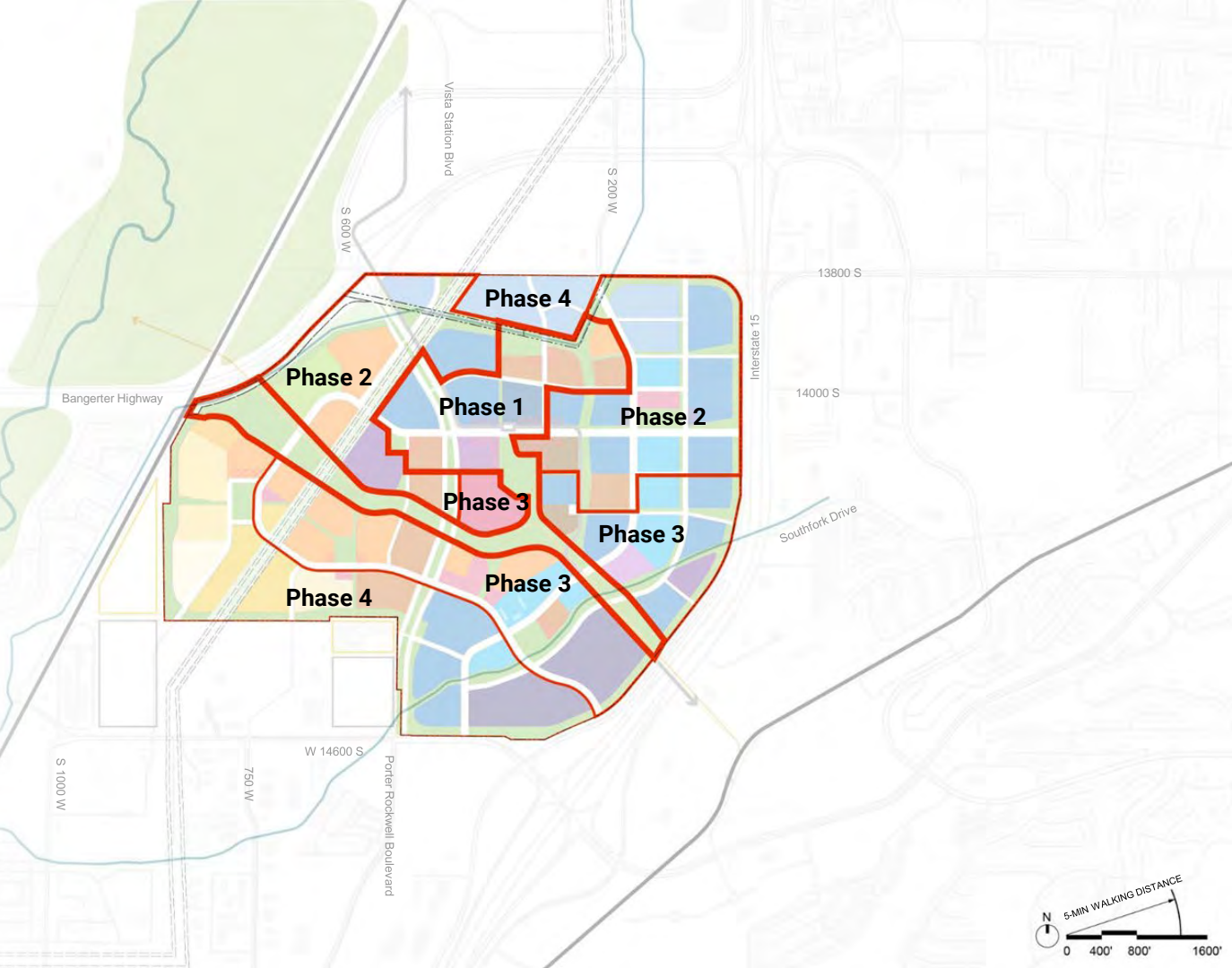
**Phase 4:** 3.9 mill sf (Target 4 mill sf)



# Phasing Strategy Alternative B

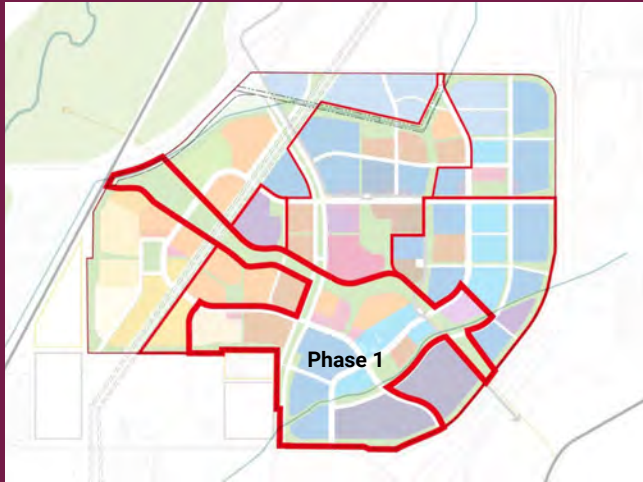
- Phase 1 at the northern end of project
- Subsequent phases develop adjacent to previous phased parcels to take advantage of infrastructure
- Lifestyle Retail & Entertainment planned in Phase 3
- Ground floor retail in all phases is flexible and can be modified according to market demand

**Phase 1:** 3.3 mill sf (Target 2.9 mill sf)  
**Phase 2:** 4.4 mill sf (Target 4.2 mill sf)  
**Phase 3:** 4.2 mill sf (Target 4.45 mill sf)  
**Phase 4:** 3.7 mill sf (Target 4 mill sf)



# Key Conclusions

## Phasing Strategy



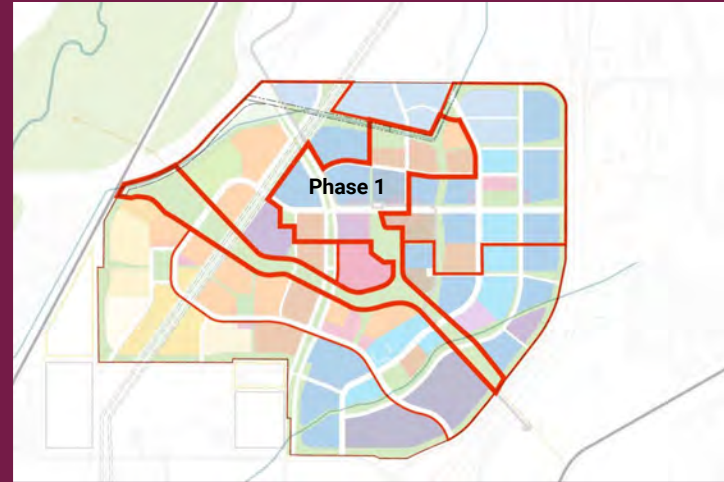
**Alternative A**

Pros:

- Phase 1 includes Lifestyle Entertainment & Retail and potential Institution/Anchor tenant component

Cons:

- W14600S upgrade is not anticipated to be completed near-term
- Have to work around existing prison buildings
- Higher upfront cost for utilities



**Alternative B**

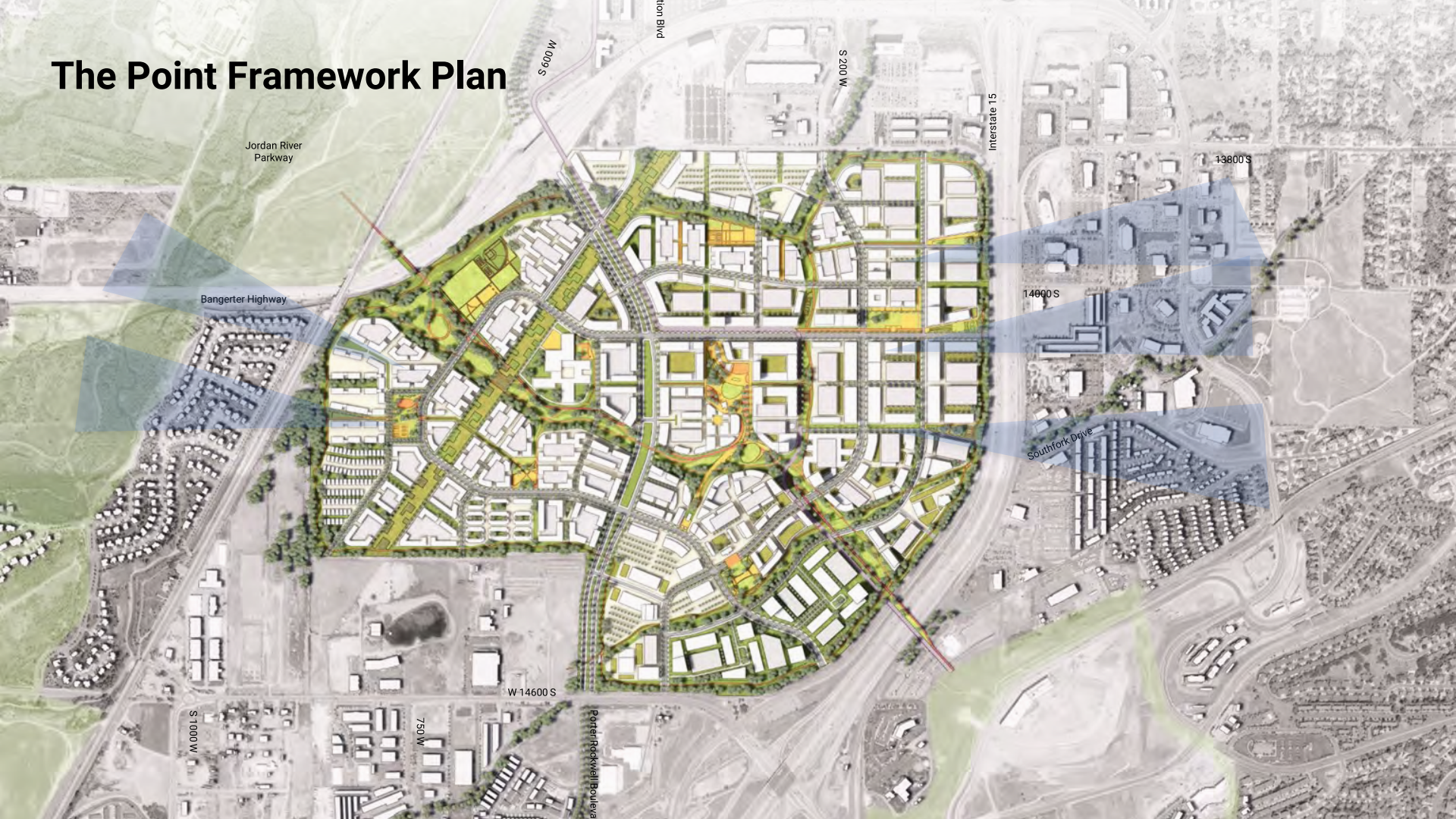
Pros:

- Major roads in place around north gateway
- Includes Central Park
- Less upfront cost for utilities

Cons:

- Small land area in Phase 1

# The Point Framework Plan



Jordan River  
Parkway

Bangerter Highway

S 600 W

Dwight Blvd

M 002 S

Interstate 15

13800 S

14600 S

Southfork Drive

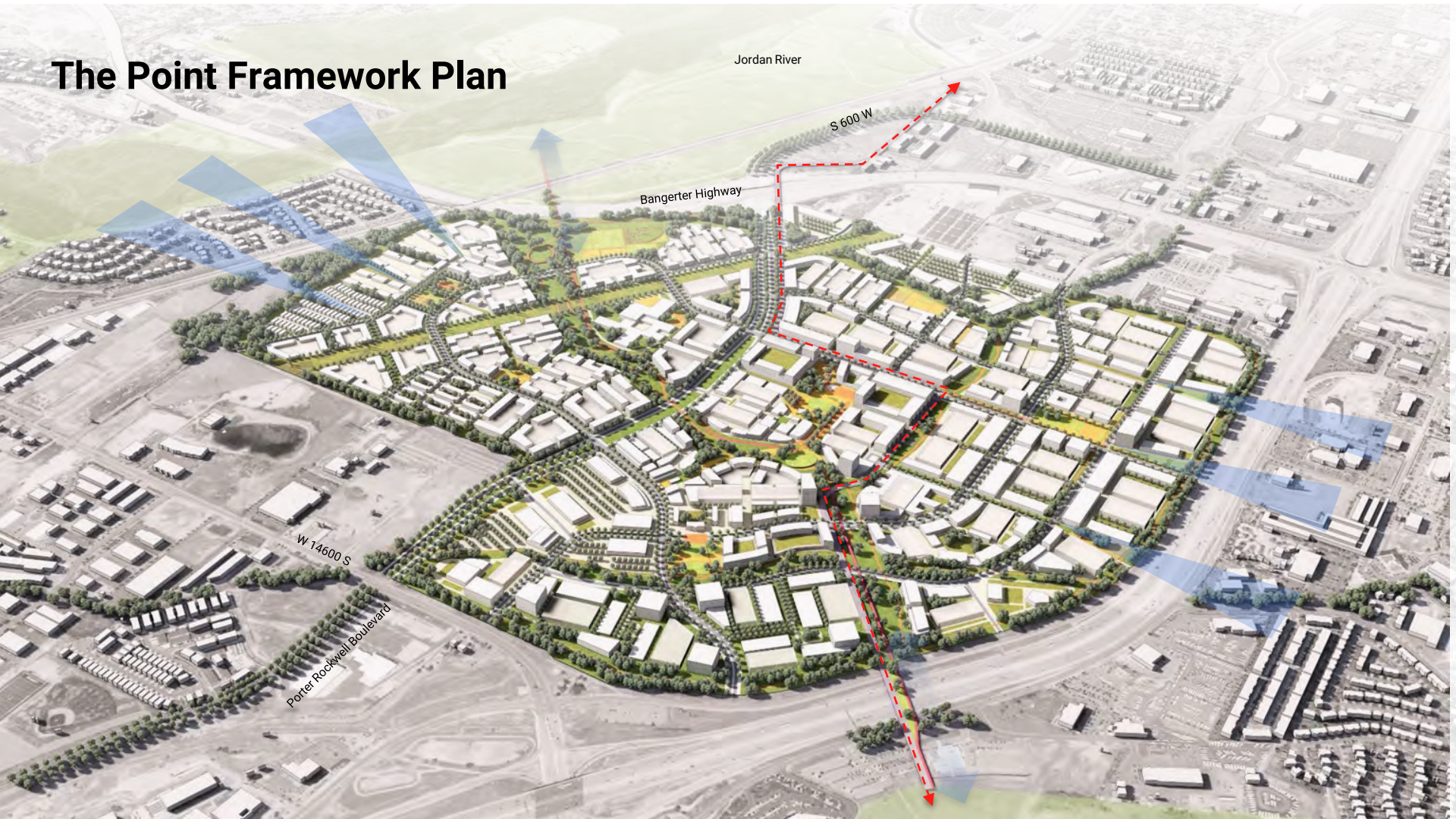
W 14600 S

S 1000 W

750 W

Peter Rockwell Boulevard

# The Point Framework Plan



Jordan River

S 600 W

Bangerter Highway

W 14600 S

Porter Rockwell Boulevard

An aerial architectural rendering of a city development. The scene shows a dense cluster of buildings, streets, and green spaces, all rendered in a monochromatic, light gray tone. In the background, a range of rugged mountains stretches across the horizon under a clear sky. The overall composition is a wide-angle, high-altitude view.

Thank You

SOM

Skidmore, Owings & Merrill

# Addenda



# Stakeholder Comments for Development



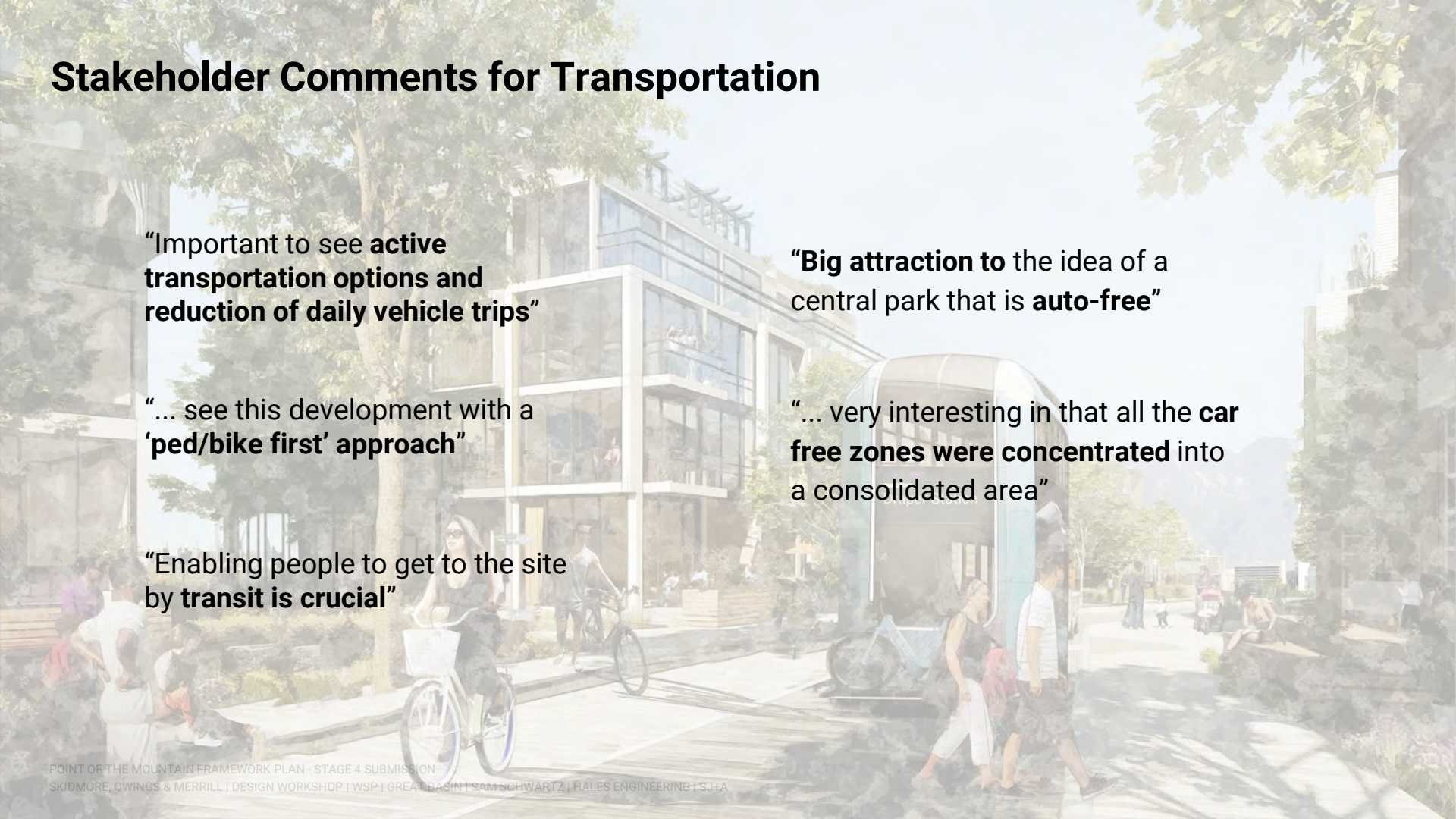
“...**more density** and taller buildings”

“**Density will be important for activation** and the intentional/unintentional collisions/collaborations”

“Massing of the residential with **higher density housing and multifamily units**”

“**Density may be the answer that everyone is looking for** to allow for more uses and still accommodate more open space on the project.”

# Stakeholder Comments for Transportation

An architectural rendering of a modern urban development. The scene features a multi-story building with large glass windows and balconies. In the foreground, a transit station with a curved, glass-enclosed entrance is visible. People are shown walking, pushing a stroller, and riding bicycles. The area is landscaped with trees and greenery, suggesting a pedestrian-friendly and transit-oriented environment.

“Important to see **active transportation options and reduction of daily vehicle trips**”

“... see this development with a **‘ped/bike first’ approach**”

“Enabling people to get to the site **by transit is crucial**”

“**Big attraction** to the idea of a central park that is **auto-free**”

“... very interesting in that all the **car free zones were concentrated** into a consolidated area”

# Stakeholder Comments for Open Space



**“Large thoroughfare connecting to the Jordan River trail is strongly recommended** to take advantage of this regional asset”

**“Love the Central Park** and connected green space corridors”

**“The central park ... provides an opportunity for both Utah and Salt Lake Counties** that is lacking in communal gathering spaces outside of downtown”

“Connectivity outside the site should also represent **Pedestrian and Bicycle connectivity to/from off the site”**

**“Moving stormwater to a central feature** may allow it to be a feature rather than a less celebrated system of ditches”

**“Seasonality** should be considered”

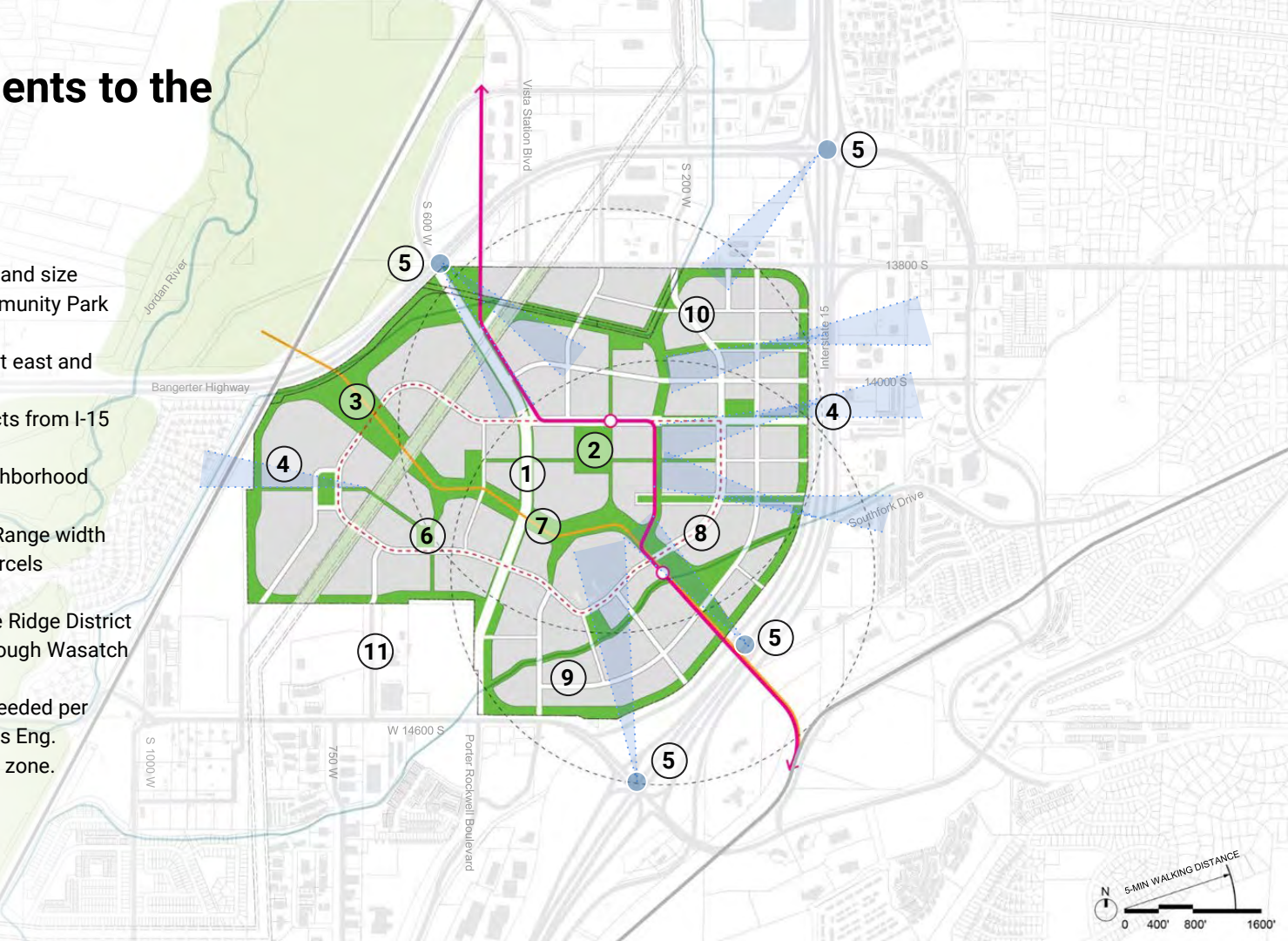
# Program Provided by RCLCO

Final Program		Land
Residential	40.0%	
Retail	6.0%	
Hospitality	3.0%	
Office	51.0%	
	100%	
Office Ave FAR	0.94 FAR	
Resi Rental Ave Density	61 DU/AC	
Resi For-Sale Ave Density	26 DU/AC	
Net FAR	1.0	
Total Acres	608 AC	
% Developable	57.8%	
Net developable	351 AC	
		<i>sumcheck</i>
Residential	141 AC	7,245 units
Retail	21 AC	650,000 SF
Hospitality	11 AC	548 units
Office	179 AC	6,991,380 SF
<b>Total Acres</b>	<b>351 AC</b>	<b>15,299,005 SF</b>

Product Type	Acres	Units/SF	% of SF/units
Urban Single Family	5 AC	60 Units	1%
Townhomes	10 AC	180 Units	2%
Walk-up Condo	16 AC	400 Units	6%
Wrap Condo	5 AC	225 Units	3%
Urban Walk-up Apartments	20 AC	700 Units	10%
Wrap Apartments (4 story)	55 AC	3,025 Units	42%
Podium (6 story)	27 AC	2,295 Units	32%
Midrise (12 story)	3 AC	360 Units	5%
Freestanding retail	1 AC	13,068 SF	2%
Neighborhood retail	10 AC	130,680 SF	20%
Lifestyle retail & entertainment	10 AC	130,680 SF	20%
Ground floor retail	AC	375,572 SF	58%
Limited service hotel (stand alone garage)	7.5 AC	338 Keys	68%
Upscale hotel (integrated parking)	3.5 AC	210 Keys	32%
3-story lab/tech office (surface parked)	25 AC	326,700 SF	14%
5-story office (surface parked)	35 AC	609,840 SF	20%
6-story office (garage parked)	88 AC	3,833,280 SF	49%
Midrise office (10-story, integrated parking)	6 AC	1,568,160 SF	3%
Institutional/Anchor Tenant	25 AC	653,400 SF	14%
<i>sumcheck</i>	352.0 AC		
Residential	7,445,000 SF	1.22 FAR	
Retail & Hospitality	487,053 SF	0.53 FAR	
Office	6,991,380 SF	0.90 FAR	

# Stage 4 Refinements to the Framework Plan

1. Porter Rockwell Design
2. Final central park location and size
3. Finalize Wetland and Community Park layout
4. 20 deg. angle view parks at east and west edges of plan
5. Consider views into Districts from I-15 and Bangarter
6. Slightly larger district/neighborhood parks where appropriate
7. Slightly narrower River to Range width between N and S Retail parcels
8. 90' Loop Road ROW
9. Adjustment of roads in the Ridge District
10. Revised west N-S road through Wasatch District
11. Add/adjust roads where needed per recommendations by Hales Eng.
12. Finalize pedestrian priority zone.



# End of Document